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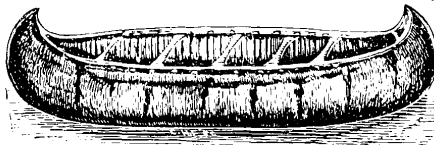
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PREFACE.

THE why and the wherefore of the publication of a book, and apologies therefor, are usually given in the Preface. If I step on a pet corn, or the train of a dress, I cannot ease the pain or repair the damage by saying "I beg your pardon." Neither would a prefatory excuse atone for the infliction — if it be an infliction — of a new book upon the reading public. A haunch of venison placed before a man gorged with bacon and liver might not be an infliction, but it might be the cause of considerable inward regret — that the venison had not come earlier. So with this book. Some may be so filled with "Bacon" or "Liver," that anything savoring of other pens will be scarcely tasted by them. This book is sent to the hungry ones, and without an apology — I'll reserve that for some future occasion.

The climate of St. John has a peculiar effect upon strangers. After a few days sojourn here, some of them become possessed with a very laudable desire to write a description of the city and its surroundings. They obtain a copy of the Hand-Book: the desire becomes intensified, and results in an interesting article appearing in their home papers. Here is where the peculiar effects of the climate are apparent: the article appears as original, although made up, for the most part, of extracts from the Hand-Book. As the aim of the Hand-Book is the dissemination of reliable and interesting information regarding the advantages and attractions of the cities of St. John and Portland, and of the Province of New Brunswick generally, the publisher is pleased to know it is so well written that the writers of these "original letters" think it *worth stealing*. I must confess to playing "cribbage" occasionally, but endeavour to cheat fair, and put in quotation marks. Hey! stolen some of yours, have I? All right, I'll take more next time — and give you credit for it.

The results sought for in the publication of this Hand-book are pretty fully outlined in the Introduction, and elsewhere throughout the book. Much interesting matter regarding the Cities and Province has been left out, for want of space, and other reasons, yet the facts and figures given are such as to merit more than a cursory glance.* The resources and attractions of New Brunswick are but little known by outsiders, and not half appreciated by her citizens. The publication of this Hand-Book will be continued until the location and business of St. John shall become so thoroughly known that Americans will not confound it with St. John's, Quebec, or St. John's, Newfoundland, nor Englishmen ask their correspondents here to call upon friends — next door neighbors, as they imagine — in Quebec.

In conclusion, I beg to return my hearty thanks to Mr. IRA CORNWALL, Jr., for his gratuitous and earnest assistance in the preparation of this edition; to the editors of the *Sun*, *Globe*, and *Telegraph*, for their kindly notices; and last, but not least, to my advertising patrons for their generous contributions toward the publication of this and former editions of the Hand-Book.† I have to thank SAMUEL GARDNER, Esq., Dominion Immigration Agent here, for the gift, from the Dominion Government, of the handsome colored map which accompanies the Book; and also, on behalf of Mr. CORNWALL, to thank Mr. J. A. BOWES, of the *St. John Telegraph*, Mr. C. H. LUGRIN, of the *Fredericton Gleaner*, and Mr. B. A. Stammers, St. John, for their valued assistance to him.

St. John, N. B., Nov. 1st, 1884.

JNO. R. HAMILTON.

*The matter on pages 24 to 72 was published last year under the supervision of a Committee of the Board of Trade, and can therefore be relied upon as being correct.

†A better idea regarding the nature and extent of the business of a city may be obtained from the advertisements of its business houses than from almost any other source. The advertisements in this book are a good index of the business and enterprise of the merchants and manufacturers of these cities and of the Province.

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Troop & Son,.....Ship Brokers
J M Humphrey,.....Agent
Whittaker Bros.,.....Insurance
D C Clinch,.....Broker
H R Ranney,.....Insurance
A Cushing & Co.,.....Lumber
Stewart & White,.....Furniture
W H Hayward,.....Crocery
Wm H Olive,.....Broker
Wisdom & Fish,.....Steam Fitters
Thos S Adams,.....Ship Chandler
White & Titus,.....Grocers
A P Tippet & Co.,.....Manufacturers' Agents
T R Jones & Co.,.....Dry Goods
R W McCarty,.....Druggist
R T Clinch,.....Supt W U Tel Co
Harding & Hatheway,.....Grocers, etc
Turnbull & Co.,.....Do.
W C Magee & Co.,.....Ship Brokers
J & W A Chesley,.....Foundry
Jos Ruddock & Son,.....Shipbuilders
McLellan & Holly,.....Lumber
S. Holly,.....Lumber
Tapley Bros.,.....Tug Boats
W Parks & Son,.....Cotton Factory
E. Fisher,.....Roofers
Wm Shaw,.....Baker
R W Frink,.....Insurance
Emerson & Fisher,.....Stoves, etc

J R Woodburn & Co.,.....Confectionery
J McGoldrick & Co.,.....Junk
Hutchings & Co.,.....Bedding Manufacturers
W H Thorne & Co.,.....Hardware
J Robinson & Co.,.....Boots and Shoes
James Robertson,.....Metal Merchant
Daniel & Boyd,.....Dry Goods
Hall & Fairweather,.....Flour Merchants
Scammell Bros.,.....Ship Brokers
Barbour Bros.,.....Grocers, etc
J B Hamm,.....Livery Stable
A C Fairweather,.....Insurance
J C Robertson,.....Of J. Harris & Co
E McLeod,.....Barrister
C W Weldon,.....Do.
C A Stockton,.....Do.
C A Palmer,.....Do.
J H Pullen,.....Painter
Edwin Frost,.....Shipowner
MacLellan & Co.,.....Bankers
T B Barker & Sons,.....Druggists
Harris Allan,.....Stoves, etc
S T King & Son,.....Lumber
J J McGaffigan,.....Teas
T S Simms & Co.,.....Brushes
A F Randolph,.....Lumber
J A Harding,.....High Sheriff
S Jones,.....Brewer
R Marshall,.....Railway Agent, etc
Clark Bros.,.....Saw Mills
Daniel Patton,.....Liquors
W B Carvill,.....Iron
John Risk,.....Broker
Barton Gandy,.....Ship Broker
Stephens & Figures,.....Grocers
R P & W F Starr,.....Coal
Vroom & Arnold,.....Ship Brokers
J L Dunn,.....Iron
W M Mackay,.....Lumber
Thomas Furlong,.....Liquors
W H Rourke,.....Ship Owner
Thomas Killam,.....Do.
C F Clinch,.....Insurance
J deWolf Spurr,.....Insurance
Thos Connor & Sons,.....Rope Manufacturers
Geo Morrison, jr.,.....Grocer
Geo Thomas,.....Ship Chandler
Kinnear Bros.,.....Commission Merchants
J Murray Kay,.....Treas. Bridge and Ry. Co

Post Office Address for any of the above, ST. JOHN, N. B., CANADA.

IRA CORNWALL, Jr.

AGENT GENERAL

In Great Britain for the Province of New Brunswick,
Dominion of Canada.

**MANUFACTURERS' AGENT, COMMISSION MERCHANT,
REAL ESTATE AGENT, INSURANCE BROKER, ETC.**

OFFICES AT

*Chubb's Corner, Saint John,
New Brunswick, Canada.*

*24 Chapel Walks, South Castle St.
Liverpool, England.*

AN OFFICE WILL SHORTLY BE OPENED IN LONDON, ENGLAND.

AGENCY GENERAL.

Having opened offices at the above addresses for the purpose of carrying out the objects of the Government of New Brunswick in the appointment of an Agent General; viz, for placing the merits of the Province before intending settlers, and for extending and facilitating the trade relations of her Merchants, Manufacturers, Producers, &c., I shall at all times be pleased to communicate with any person interested in the undertaking, and to furnish any information or assistance in my power.

MANUFACTURERS' AGENCY.

New Brunswick Manufacturers, generally, having placed their samples, prices, and other information at the Agency in Liverpool, dealers and others interested will find the most satisfactory results, and avoid much trouble and delay by communicating direct with me as the representative of these interests in Great Britain. By this means the requirements of all parties are met **without extra charge**, and misunderstandings, which are unfortunately unavoidable in direct trade, are prevented.

ESTATE AGENCY.

Having reliable correspondents at various points in New Brunswick, I can offer special facilities to settlers wishing to purchase improved farms and other property.

Lists of properties for sale, with full particulars, can be seen at both offices.

COMMISSION BUSINESS.

Having considerable experience in both countries, and a knowledge of their trade and requirements, also having every facility for the business, I am prepared to purchase or sell goods in any portion of Great Britain and the Dominion of Canada, and conduct a general Commission business through both offices on the most favorable terms.

INSURANCE BRANCH.

FIRE, MARINE, LIFE, ACCIDENT, and all other classes of Insurance business transacted at both offices.

Marine Insurance placed with London and Liverpool Companies on exceptionally favorable terms.

Leading Fire Insurance Companies represented.

ADDRESS **IRA CORNWALL, Jr.**

Agent General Province of New Brunswick,

**Chubb's Corner, St. John,
New Brunswick, Canada.**

**Or at 24 Chapel Walks,
Liverpool, England.**

Cable Addresses.—Cornwall, St. John; or Cornwall, Liverpool.

INTERNATIONAL STEAMSHIP COMPANY!

THE OLD AND FAVORITE LINE OF STEAMERS BETWEEN

ST. JOHN, N. B., EASTPORT PORTLAND, ME. AND BOSTON, MASS.

WITH CONNECTIONS TO ALL PARTS OF THE

UNITED STATES & CANADA.

Leave Reed's Point Wharf, St. John, at 8 a. m. every Monday and Thursday during January, February, March, April, May, November and December, and at **8 a. m. every Monday, Wednesday, and Friday** in June, July, August, September, and October.

Leave Commercial Wharf, Boston, at 8.30 a. m. same days, calling at Eastport and Portland each way.

Additional Trips will be made during June, July, August, September, and October, due notice of which will be given.

Through Tickets at Reduced Rates may be had at all **Railway Stations** in the Maritime Provinces, and upon all **Steamer Lines** into St. John.

| | | |
|------------------------------------|---|------------------|
| T. C. HERSEY, President & Manager, | } | Portland, Maine. |
| H. J. LIBBEY, Treasurer, | | |
| CAPT. J. B. COYLE, Chief Engineer, | | |

H. W. CHISHOLM, Agent,

REED'S POINT, SAINT JOHN, N. B.

Elgin Manufacturing Company,

ELGIN,

Albert County, New Brunswick, Canada,

MANUFACTURERS OF

Sawn Lumber of All Kinds.

PINE, SPRUCE,

BIRCH, MAPLE, ASH AND POPLAR,

Thoroughly weather and artificially seasoned, always on hand.

Manufactured Articles of various descriptions to order.

A Specialty made of **Tubs and Coopers' Work of All Kinds, Packing Cases, Flooring, Staves, Mangle Rollers, Washboards, Venetian Blind Slats, Carriage and Wagon Stock of All Kinds, Ship Timber, (Deck Plank a Specialty), Cloth Boards and Rollers, Turned Work of All Kinds.**

All articles compactly packed for Export.

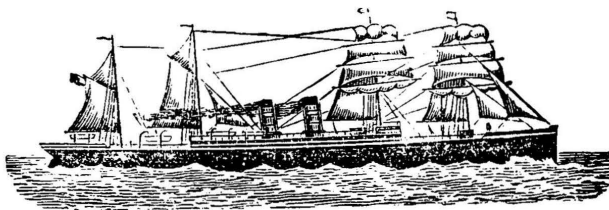
Quotations obtained and Samples to be seen at office of **IRA CORNWALL, Jr., Agent General** for Province of New Brunswick, at Chubb's Corner, St. John, N. B., or 24 Chapel Walks, Liverpool, England.

Business Directory and Index to Advertisements.

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| A NALYTICAL CHEMIST, Assays and Analyses of Ores, Minerals, Fertilizers, Paints, Drugs, Medicines, &c., 74 Germain St., St. John, N. B.,..... | W. F. Best, | |
| Aniline Dyes, in packets, Digby, N. S., | J. Chaloner, | IV |
| Auctioneer and Real Estate Broker, St. John, N. B., | W. A. Lockhart, | 13 |
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| Dry Goods, Oxford Homespuns, &c., wholesale, St. John, N. B., | Arthur Everitt, | 37 |
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| Farms at low rates and on easy terms, Sussex, N. B.,..... | Geo. H. Wallace, | x |
| Fencing, Patent Wire bound, King Street, St. John, N. B.,..... | Chas. A. Everett, | 102 |
| Fishing Rods and Flies made to order, St. John, N. B.,..... | Joseph Dalzell, | 120 |
| Flour, Groceries, etc., wholesale, Ward st., St. John, N. B., | Hall & Fairweather, | 8 |
| Flour, Fish, Salt, etc., wholesale, So. Market Wf., St. John, N. B., | G. Bent & Sons, | 18 |
| Foundry and Machine Shop, Carleton, St. John, N. B., | Allan Brothers, | 113 |
| Foundry and Railway Car Works, Portland, St. John, N. B.,..... | J. Harris & Co., | 115 |
| Furness Line of Steamships, St. John, N. B.,..... | S. Schofield, | Agent, XVI |
| Furniture and Mattresses, Charlotte St., St. John, N. B., | C. E. Burnham & Sons, | 27 |
| Furniture, Flooring, etc., wholesale and retail, St. John, N. B., | J. & J. D. Howe, | 91 |
| F URNITURE MANUFACTURERS and dealers in Upholstery Goods, etc. Ware-rooms, 98 Germain St., opp. Masonic Temple, St. John, N. B., | A. J. Lordly & Son. | |
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| Grocers and Seedsmen, wholesale and retail, St. John, N. B.,..... | Jardine & Co., | 27 |
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| Hardware & Fancy Goods, wholesale and retail,..... | Clarke, Kerr & Thorne, | 32 |
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| Mill Supplies, Rubber Goods, etc., St. John, N. B.,..... | Estey, Alwood & Co., | 10 |
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| Merchant Tailor, 13 Charlotte Street, St. John, N. B.,..... | W. G. Salmon, | IV |
| Merchant Tailor, 56 Dock Street, St. John, N. B.,..... | Jno. A. Wilson, | 16 |
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| Plumbers, Gas-fitters, etc., Union St., St. John, N. B.,..... | G. & E. Blake, | IV |
| Pressed Corned Beef, etc., wholesale and retail, St. John, N. B.,..... | W. R. Rees, | 95 |
| Produce and Com. Merchants, South Wharf, St. John, N. B.,..... | Barbour Bros., | 16 |
| Paper and Pulp Manufacturers, St. John, N. B.,..... | Lincoln Pulp & Paper Co., | 115 |
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| Quaco Wood Manufacturing Co., St. John, N. B.,..... | Guy, Bevan & Co., | 97 |
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| Saw Manufacturer, cor. North and Georges Sts., St. John, N. B.,..... | J. Fred. Lawton, | 3 |
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| TRUNK WAREROOMS, 52 Germain Street, 2 doors south of the Market, St. John, N. B., Trunks, Valises, Carpet Bags, Trunk and Shawl Straps, etc., S. N. Knowles. | | |
| Union Mutual Life Insurance Co. of Maine, St. John, N. B.,..... | W. D. H. Kennedy, | I |
| WALL PAPER, Window Shades, Paints, Oils, Glass, Putty, etc. The Hartshorn Shade Roller is the best in the world, 104 King St., St. John, N. B., E. A. Everitt. | | |
| Wood-Engraving, Philadelphia, Pa., ... | Crosscup & West Engraving Co., | 50 and 112 |
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| Watches, Clocks, Jewellery, etc., 14 King St., St. John, N. B.,.... | T. L. Coughlan, | 18 |



"FURNESS" LINE OF STEAMERS

— BETWEEN —

LONDON, HALIFAX, N. S., & ST. JOHN, N. B.

(Under Contract with the Dominion Government.)

STEAMERS.

| | TONS. | | TONS. |
|-------------------------|-------|--------------------------|-------|
| "Durham City," - - - | 3,092 | "Newcastle City," - - - | 2,129 |
| "Boston City," - - - | 2,334 | "Calcutta City," - - - | 2,850 |
| "York City," - - - | 2,325 | "Wetherby," - - - | 2,129 |
| "Ripon City," - - - | 2,290 | "Lincoln City," - - - | 2,850 |
| "Stockholm City," - - - | 3,500 | "Gothenburg City," - - - | 3,650 |

SAILINGS.

Steamers leave **London** at least once a month for **Halifax, N. S.**, and **St. John, N. B.**, and return direct from those Ports to **London**.

FREIGHT.

Goods of every description taken at lowest rates between the Ports named, and Through Bills of Lading granted to other Ports desired by shippers. Special attention given to shipments of **Cattle** and **Produce** of all kinds from **New Brunswick** and **Nova Scotia**.

AGENCIES.

LONDON—**ADAMSON & RONALDSON**, 34 Leadenhall Street.

HALIFAX, N. S.—**PICKFORD & BLACK**, 51 Water Street.

ST. JOHN, N. B.—**S. SCHOFIELD**, 130 Prince William Street.

CHRISTOPHER FURNESS,

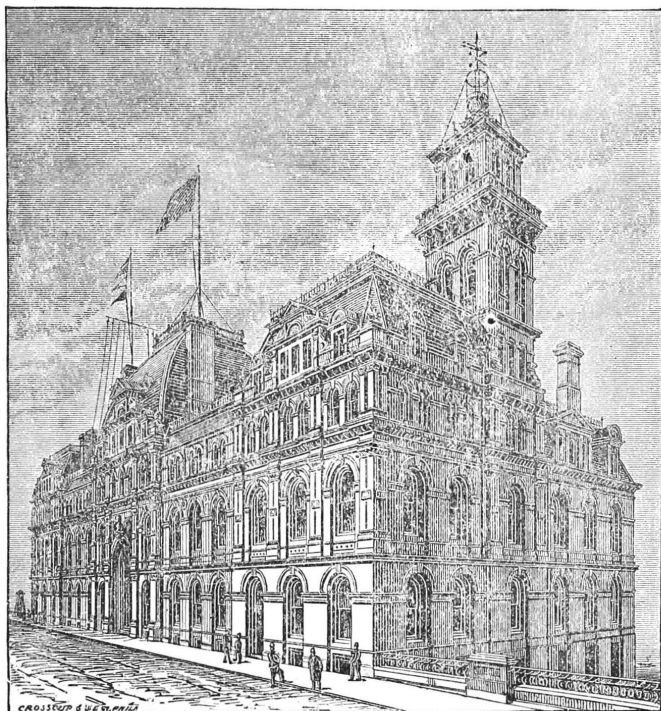
West Hartlepool and Newcastle on Tyne.

INTRODUCTION

BY

IRA CORNWALL, JR.

Agent General for the Province of New Brunswick.



The Custom House, St. John, N. B.

The Cities of St. John & Portland,

PROVINCE OF NEW BRUNSWICK, DOMINION OF CANADA,

ARE treated of as one in the following introduction, for although under separate municipal governments, they are practically one, and their interests are identical. By reference to the accompanying map, their contiguity will be more readily appreciated. St. John embraces both east and west (Carleton) sides of the harbour, while Portland almost surrounds it on the north-western boundary, and extends back to the Kennebecasis River, covering a much larger area than St. John City.

It is the intention of the publisher of this "Hand Book" to incorporate a few unvarnished business facts in such a form as will be more readily understood by capitalists, manufacturers, and the mercantile men of the old world. It is not his wish to offer any inducements which might unduly influence comfortably situated residents of the mother lands to relinquish the luxuries they now enjoy for the excitement and enterprize required in the development of a younger country. It would also be a mistake to suggest to investors, who are now in receipt of moderate but reasonable interest for their money, to relinquish that for the more lucrative — but also more variable — returns accompanying such developments. It is quite apparent, however, that there is and always will be an overflow of both capital and labour from the exigencies accompanying expansion in the older countries. The increasing tendency there, by men of large means, to monopolize both business and property, taken



City Building.



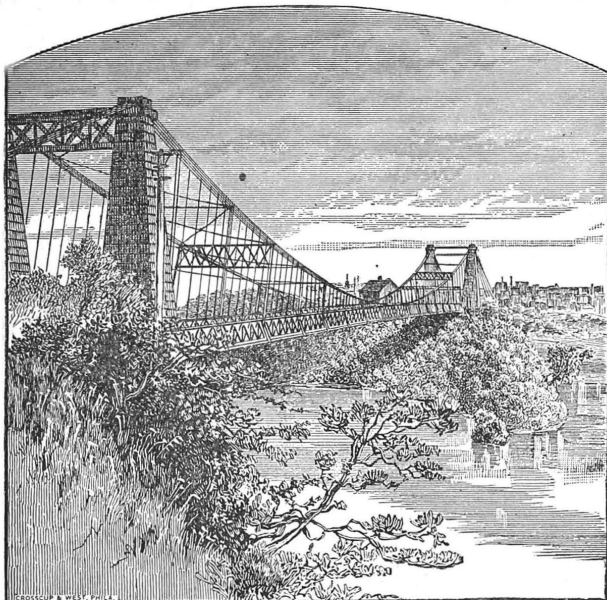
Odd Fellows' Hall.

with the ordinary growth of population and increase of capital, all combine to drive both men and money to seek new fields. The question therefore arises, where is the best place for the surplus to locate? The place with the largest combination of circumstances in its favour, — it will be our endeavour to show our readers — can be found in **New Brunswick.**

In dealing with this subject it is also worthy of remark that while India and other portions of the British Empire have been largely developed by the merchant princes of Great Britain, little attention has been given to our Dominion. Let us hope that it is simply a want of knowledge of the country that has caused this. When it is better known that we are not in that semi-Icelandic condition, as to climate, generally attributed to us; when our general advancement and great advantages are better understood, we trust those men

who have contributed so freely of their sons and capital to our sister Colonies, will turn their attention this way. The cry of the Old World father is, "What shall I do with my boys?" We say, why send them out to the trials and risks of the India climate when you can find equal facilities for utilizing their energies and your capital by establishing branches of your business in this country. Let them cast in their lot with the 5,000,000, and rapidly increasing population of the Dominion; none of the Colonies are so favourably situated in any particular. Here they will be much nearer home and among people of their own race.

In asking the careful consideration of our statements we must ask our readers to study the favourable position of our Port, for trade with foreign countries,



Suspension Bridge.

SAWS! **J. FRED. LAWTON,**
Saw Manufacturer,

Corner North and Georges Streets,

SAINT JOHN, N. B.

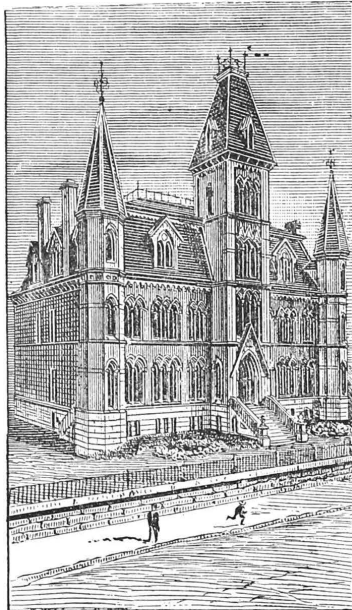
Every Saw Warranted.

PRICE LIST AND TERMS ON APPLICATION.

by consulting a map of the world. The maps accompanying this book will also enable them to form an idea of the unequalled location and facilities which make this a key to the home trade of the whole Dominion of Canada.

It will be observed that St. John and Portland are not only located at the most central point for the vast network of railways now running through this section, but for connecting us with all important parts of the Dominion of Canada and the United States from the Atlantic to the Pacific. Besides those lines shown on the map very great additions will be made by several others projected and under construction.

An important line of large and commodious steamers (called the International) running almost daily between this Port and Portland, Maine, and Boston, Massachusetts, give us a regular outlet for both freight and passenger traffic, to which we will refer again.



Wiggins Orphan Asylum.



Savings Bank.

A very considerable amount of business is brought to these cities by other lines of local steamers plying upon the Bay of Fundy from Digby, Annapolis,

CLIFTON HOUSE,

74 Princess and 143 Germain Streets, St. John, N. B.

A. N. PETERS, PROPRIETOR.

In Every Particular First-Class.

Heated by Steam Throughout.

Prompt Attention and Moderate Charges.

and Yarmouth, N. S., St. Stephen and St. Andrews, N. B., Grand Manan, &c.

The great River St. John (described fully upon page 50) and its tributaries pours into these cities a valuable trade as well as a large passenger traffic, by the various lines of steamers and a large fleet of sailing craft.

This trade alone, as it develops, assures this Port of an important position as a distributing centre.

In addition to the foregoing we have a large and constantly increasing traffic by small schooners, making the adjacent fertile coasts of Nova Scotia and portions of our own Province tributary to our trade.

The larger portion of the trade of Prince Edward Island passes through this Port. Space will not permit our enlarging upon these points, but it will be unnecessary with our practical readers, as they will readily take in the great advantages of the situation by consulting the maps which accompany this pamphlet.

We refer in detail to our harbour upon pages 34 and 63, but are looking hopefully to a change in the management which will assure us immediate improvements in harbour facilities. We may also hope for the early construction of dry and wet docks and such other terminal facilities as the unequalled position of the Port fully justify.

Independent of all artificial aids the great rise and fall of tide in the harbour, which is only surpassed by that of one other harbour in the world, offers great facilities for the examination and repairing of the hulls of vessels. The hard level bottom affords a firm rest without risk of straining. A large business in this way is now done by our shipwrights.

By reference to the plan of the Cities it will be seen that we have unsurpassed facilities for extension of our wharfage and warehousing both in St. John East and West as well as in Portland, while Courtney Bay and other sections offer most excellent facilities for Docks.

The Cities being almost surrounded by water and railways offer great advantages for manufacturing sites, where the raw materials can be laid down at the doors of the factories and the manufactured articles taken away with but little handling.

A splendid Fire Department and Salvage Corps with ample water supply, referred to elsewhere, assures us reasonable rates for fire insurance. All the leading Insurance Companies of Great Britain, the United States and Canada have branches here. Our Banking facilities are ample for not only present trade but for unlimited expansion of all legitimate branches of business. Having branches, connections, or correspondents in all important centres throughout the globe, their facilities for transacting all classes of exchange operations, etc., are ample.

The following Banks have branches in St. John :—The "Bank of Montreal" paid up capital \$12,000,000, (about £2,400,000 sterling), London, England, office, 9 Birchen Lane, Lombard street, E. C.; the "Bank of British North America," paid up capital, about \$4,866,656, (£1,000,000 sterling), London, England, office, 3 Clements Lane, Lombard street, E. C.; the "Bank of Nova Scotia," capital \$1,250,000, (about £250,000 sterling); the "Halifax Banking Company," capital \$500,000, (about £100,000 sterling). The following have their head offices here :—The Bank of New Brunswick, capital \$1,000,000, (about £200,000 sterling); the Maritime Bank, \$686,000, (about £137,200 sterling); besides private Banking houses with considerable resources. A Savings Bank under control of the Dominion Government accepts deposits at a good rate of interest. The Post Office Money Order Department offers the same facilities as in England. The American and Intercolonial Express

Companies transfer money from various points at low rates. The Electric Telegraph Company make transfers by telegraph at moderate rates.

Although the Cities are comparatively young a very large amount of money has been expended in making good streets and sewerage. The steep slopes upon which the Cities are built giving almost natural drainage sufficient for any increase of inhabitants. The rapidity with which most of our streets dry after a rain renders scavenger work exceedingly light. The great rise and fall of tide, varying from 20 to 28 feet is also an excellent purifier. These influences, added to the general healthfulness of the atmosphere, make a most important feature in our favour. The statistics of the health and longevity of the inhabitants of this section are unparalleled in any other part of this Continent. Malarial diseases are unknown, while the people are remarkably free from pulmonary troubles of every kind. The Cities are exceptionally exempt from epidemic diseases.

Those great enemies of the prairies and western portion of the Continent, blizzards, tornadoes, and cyclones, are unknown here; while earthquakes and tidal waves have never inflicted any damage upon either persons or property worthy of consideration. The late Secretary of the Manufacturers and Mechanics Association of New Brunswick, having resided in various portions of Canada as well as Great Britain, and being well acquainted (from frequent visits) with a large portion of the United States, pays a very high tribute to the climatic and other advantages of these Cities. He says:

"On identifying myself with the Association I fully considered the great and growing importance the manufacturing interests were to this place, and think if the great advantages we have over the western cities were more thoroughly known the capitalists would be more willing to invest their money in such enterprises.

The leading points in our favour are: that we have so large a proportion of the leading raw materials so near at hand and so many and increasing means of transporting the manufactured goods to all points both local and foreign, cheap living which means cheap labour, a climate which alone should draw mechanics from all points, besides others which it is quite unnecessary to enumerate. With these considerations in view I cannot feel any doubt as to the success of our city as a manufacturing as well as a commercial centre.

The advantages of this climate for mechanics have been most forcibly brought to my notice recently. Having been on a visit to the West I took occasion to visit some of the leading manufacturing, and I was particularly struck with the weary, overworked appearance of the mechanics as compared with those of our own Province.

The reasons for this are quite apparent when you consider the intense heat the former are subjected to, not only during the time they are in the factories but also at night, for a cool refreshing sleep is impossible during the greater part of the summer months in Ontario, Quebec and a large portion of the United States. Contrasting this with the position of our people, who can enjoy our delightful cool nights and the corresponding rest, which alone must prolong the lives of our mechanics and enable them to do more work, it should also be a strong reason for them to accept lower wages than in other places."

Additional evidence is given in favour of the climate by the large and constantly increasing streams of visitors annually coming here to avoid the almost tropical summer heat of places North, South and West. Upon page 60 is given an official statement of the temperature for the last ten years, which will show that extremes of either heat or cold are exceptional and of short duration. For the benefit of our English readers we may add that taking all seasons as a whole this climate is generally preferred to that of most parts of Great Britain. The cold of mid-winter is usually clear and bracing; while the mercury ranges much lower than in that country; we are rarely visited by the penetrating damp cold atmosphere which is so depressing and unfortunately, so common to the climate of that country. During the summer oppressive heat is never felt in these cities; in fact the temperature of that season is as near an approach to that of North Wales or the midland counties of England as can be found in any part of this Continent. These facts will, we trust, be sufficient to establish all we claim for the climate.

GEORGE KERR BERTON, Merchandise Broker and Commission Merchant,

SOLE AGENT FOR

Messrs. Peek Brothers & Co., London, England—Teas, &c.
Messrs. Maconochie Brothers, Lowestoff, England—Suffolk Pickles, &c.

Messrs. Barnes & Haskins, Hamilton, Ontario—Native Wines.

The British American Starch Works, Brantford, Ontario.

The Adams Tobacco Company, Montreal.

The Southern Packing Company, of Los Angeles, California.

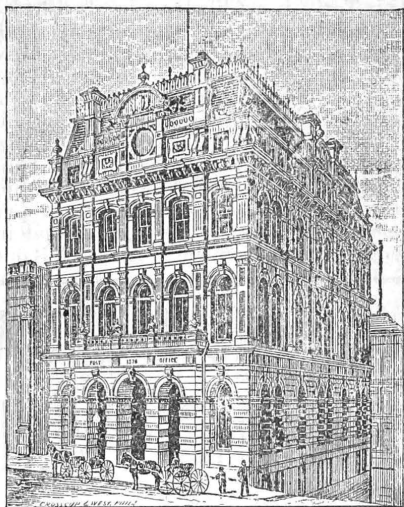
The Cutting Packing Company, of San Francisco, California.

Consignments receive careful, prompt and personal attention.

Office and Sample Rooms: No. 70 Prince William Street, ST. JOHN, N. B.

One of the strongest evidences that these Cities are a necessity as a trade and manufacturing centre, as well as of their prosperity, may be gathered from the knowledge that they have several times been almost annihilated by fire and each time rebuilt by much improved buildings. Fortunately this kind of calamity is not likely again to occur.

A large proportion of the buildings which were formerly of wood, have been replaced by most substantial brick and stone structures, as will be seen by the numerous illustrations which embellish this book. Great improvements have been made in our means for extinguishing fires as well as in our water supply, which, comparatively, are not surpassed in any part of the world.



Post Office.

Agents for the ANCHOR LINE at ST. JOHN, N. B.

SCAMMELL BROTHERS,
Commission Merchants, Ship ^{AND} Steamship Brokers,
MAGEE BLOCK, WATER STREET,
SAINT JOHN, NEW BRUNSWICK.

CABLE ADDRESS: SCAMMELL'S.

ALSO AT 119 PEARL ST., NEW YORK.

We treat of the trade, manufacturing and commercial interests upon page 63 and the succeeding pages. From what has been done in the successful operation of the establishments now in existence, the adaptability of this location for these lines will be readily appreciated.

We will now endeavour to demonstrate that there is still room for expansion in many of these same branches as well as many special openings for enterprise and investments.

We are justified in claiming that for import and export trade as well as a manufacturing centre these cities possess innumerable advantages over any other Canadian port. For the location of wholesale warehouses this is unquestionably the most commanding position, and those merchants making this their head quarters will ultimately command the rapidly increasing trade of our young Dominion.

The Protective Tariff which is now in force practically excludes foreign competition in all the articles we can produce or manufacture.

This Tariff is not likely to be abolished, nor is a change in administration likely to materially alter our National Policy. Thus the whole of the home consumption of the present and rapidly increasing population of the Dominion must be supplied by our own people without fear of outside competition.

As a distributing centre for the business St. John and Portland stand in an unique position. The regular steam communication, both Winter and Summer, with Portland, Maine, and Boston, Mass., previously referred to, affords ample facilities for connection with the United States trunk lines of railway. For the shipment of freight to the West and North-west Provinces this renders us practically independent of the Canadian Railways, while the competition between these lines is strong and increasing. This connection forms an important addition which is not available at any point west of this.

HALL & FAIRWEATHER,

Importers Wholesale Grocers,

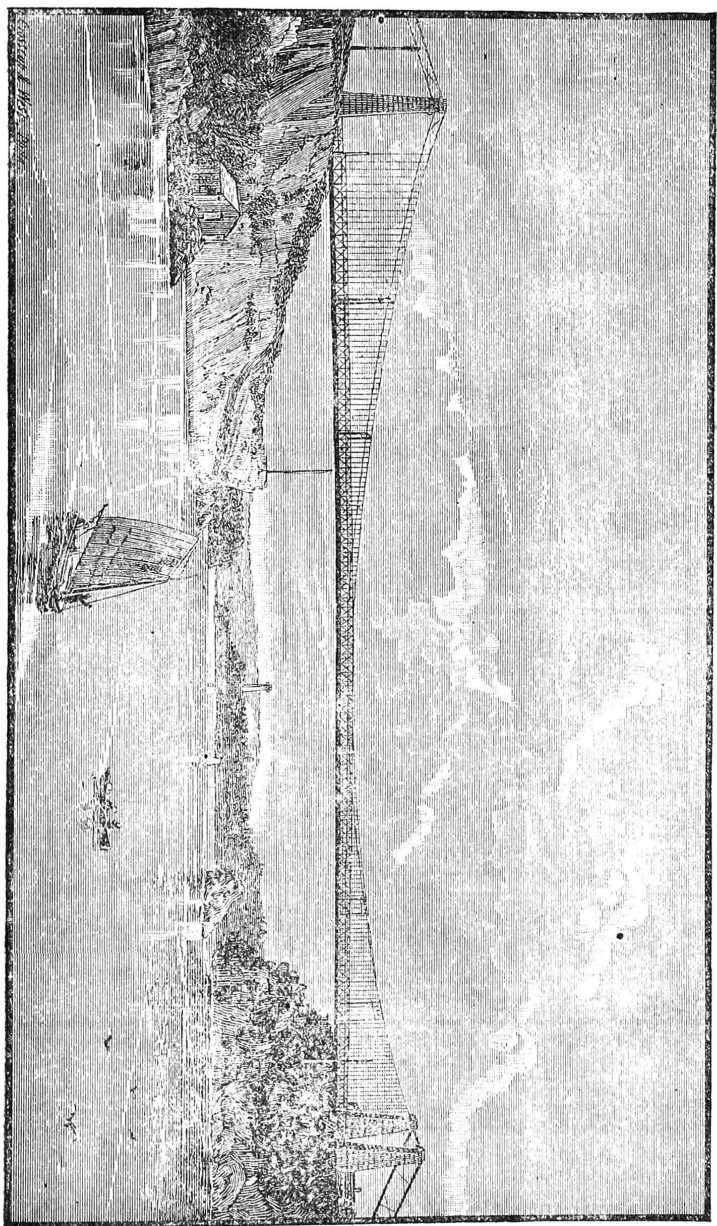
DIRECT IMPORTERS CHINA TEAS,

Flour, Provisions, Dried Fruits, &c.

"CROWN OF GOLD," } **HIGHEST STANDARDS**
"ADMIRATION," } **FAMILY, PASTRY**
"WONDER," } **AND**
Bakers' Flours.

OFFICES: WARD ST.

Warehouses: Ward St., Walker's Wharf and Johnson's Wharf.



Suspension Bridge at St. John, N. B.

GEO. ROBERTSON,

Importer of and Wholesale and Retail

DEALER IN

TEAS, COFFEES, SUGARS,

Molasses, Tobaccos, Spices, Fruits,

AND ALL DESCRIPTIONS OF

GROCERIES.

**67 Prince William Street and 10 & 13 Water Street,
SAINT JOHN, N. B.**

MILL SUPPLIES.

Rubber and Leather Belting, "Disston's" Mill Saws, Steam Packing, Rubber
Hose, Lacing Leather, Emery Wheels, Machinery Oils, Files,
Axes, Steam Gauges, Steam Fittings, &c., &c.

RUBBER GOODS.

RUBBER CLOTHING of All Kinds, Horse Covers, Boots and Shoes, Tubing,
Syringes, Combs, Sheeting, Carriage Cloth, Cement, Air Beds and
Pillows, Door Mats, Clothes Wringers, Balls, Toys, &c.

ESTEY, ALLWOOD & Co.

SAINT JOHN, N. B.

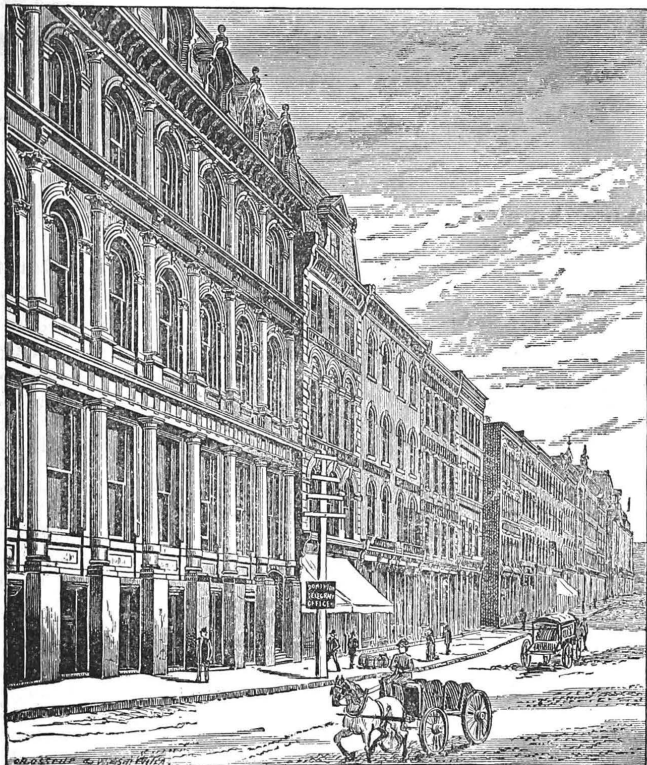
**JAMES S. MAY,
MERCHANT TAILOR,**

84 Prince William Street, St. John, N. B.

Stock always complete with Goods suitable for Fashionable Trade.

The harbour is open for the largest steamers *all the year round*. This is the only Eastern American harbour north of Baltimore which is never known to have frozen over. Obstruction of navigation by ice at ports south of Halifax is very rare, but here it is entirely unknown.

All that is required to enable us to defy the competition of any other Canadian port for both *Winter* and Summer freight and passenger traffic are additional facilities for connecting us by steam more regularly and directly with Europe. All the projects for establishing Summer ports north and west



East Side Prince William Street.

of this, which look well upon paper, cannot offer any comparison with this harbour even during the short season (about five months) they are free of their great enemy — the Gulf ice.

We are safe in saying that this is about the only North American port whence vessels never require to leave in ballast. Ships are more frequently sent here open for freight than to either Halifax, Nova Scotia, or Portland, Maine, and the number of ocean steam tramps now calling here for orders is a matter of general remark. Vessels and steamers are also regularly forwarded in ballast from New York and Boston for freights. This is owing to

Established 1811.

H. CHUBB & CO.

Chubb's Corner, St. John, New Brunswick,

(See Eng. on Opp. Page.)

CANADA.

Insurance Agents,
Passenger Agents, 
Commission Merchants.

REPRESENTING IN NEW BRUNSWICK:

The City of London Fire Insurance Co. (Limited), of London, Eng.

The Grand Trunk Railway, of Canada.

The Halifax Sugar Refining Co. (Limited), Woodside, Halifax.

Messrs. S. Cunard & Co., Halifax—West India (Jamaica) Goods.

Sir Robt. Burnett & Co., London, Eng.,—Distillers.

Edo. Hegewisch & Co., Vera Cruz and New York—Cigars.

the readiness with which cargoes of lumber are always obtainable, and of this our supply is practically inexhaustible. The shipments in this line will be greatly enlarged by the development of the manufacture of wooden wares, which we deal with more fully in the concluding portion of this book.

The extension of our railway connections will give us increased proportions of western out-going freights of grain and other products as well as lower rates for freights from the West. This being an important terminal point for the Canadian Railway system will, upon the completion of the Canadian Pacific Railway, make it the leading port for handling a large amount of through freight which must pass between Europe and other eastern countries and China, Japan and other western sections.

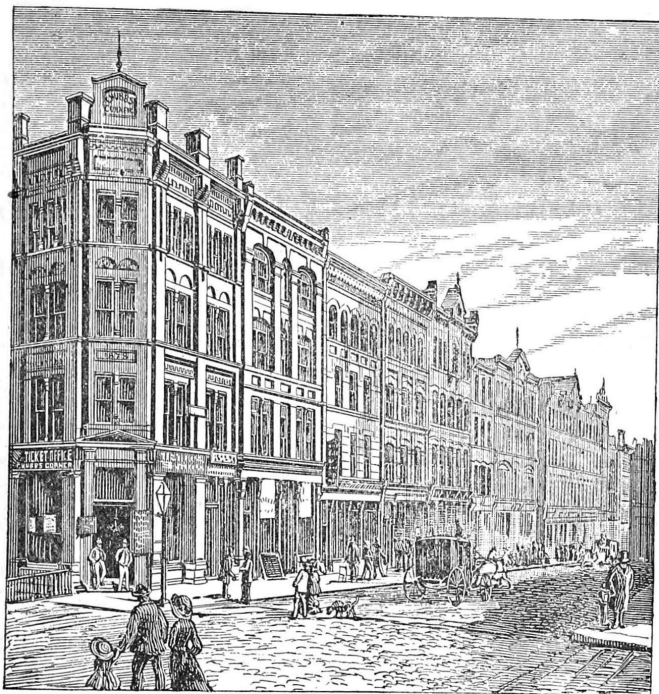
That line will undoubtedly form the connecting link for the shortest route between those countries, and already negotiations have been opened by the Japanese Government for the establishment of a direct line of steamers from that country to connect with it at British Columbia. With these points in our favor we are placed as the leading eastern Canadian port for both *Winter* and *Summer* traffic, and our position is impregnable.

In taking into consideration the rapid strides of the Dominion, the marked progress in the development of this Province forms an important element in our favour. In agricultural, manufacturing and other matters it is only in its infancy.

The facilities now offered by the Provincial Government must lead to a large influx of population. The Crown Lands, which are situated in various portions of the Province, offer some of the finest and best lands in the Dominion for agricultural purposes, either as free grants or at prices so moderate as to place them within the reach of men with very small means.

In addition to these openings there are many fine improved farms obtainable at very moderate prices and on most favorable terms in various sections of the

Province. The latter especially offer some splendid openings for experienced Farmers, Stock Raisers, Market Gardeners, &c. In the hands of people of this class these farms would prove of untold value. At present many of them are in the hands of inexperienced people, others are held by owners who devote much of their time to fishing and lumbering, which ruins their prospect as farmers.



West Side Prince William Street.

For this reason they can be purchased much below their value. Most of these farms are within easy access of the best of markets, and in fact almost all produce can be sold at the doors of the owners. Those of our readers wishing information regarding special farms, etc., we would recommend to communicate with George H. Wallace, Esq., Collector of Customs and

W. A. LOCKHART,
AUCTIONEER,
Stock, Bond & Real Estate Broker,
106 PRINCE WILLIAM STREET, SAINT JOHN, N. B.

DANIEL & BOYD,

IMPORTERS

—AND—
WHOLESALE DEALERS

IN EVERY DESCRIPTION OF

DRY GOODS.

ALSO, MANUFACTURERS OF

Men's Clothing of All Kinds,

WHICH, TOGETHER WITH A

Full Stock in all the Various Departments of the Trade, form a Full, Useful, and Attractive Assortment.

DANIEL & BOYD,

Market Square and Chipman's Hill,

ST. JOHN. N. B.

W. H. THORNE & CO.

HARDWARE MERCHANTS,

44 & 46 Market Square, and Warehouse, Foot Union St.,

SAINT JOHN, N. B.

SPECIAL AGENTS FOR

D. F. JONES & CO.—SHOVELS, ETC.

WALTER CARSON'S ANTI-CORROSIVE PAINTS.

HAZARD POWDER CO.—POWDERS.

NEW ROCKLAND SLATE CO.—SLATES.

J. F. LAWTON—SAWS.

—
A FULL STOCK ON HAND OF

Fishing Supplies, Mill Supplies,

PAINTS, OILS, AND GLASS.

Stipendiary Magistrate at Sussex, King's Co., one of our most reliable and enterprising settlers, whose advertisement will be found on page xiv. A short sketch of the various Counties and the leading Provincial towns and villages will be found upon page 73 and the following pages, and in many of these special advantages are offered for the location of manufactories of various kinds. Even with the facts we can place before our readers they can form but a slight conception of the openings for a home market for our manufactures and produce. Many of the foregoing remarks are equally applicable to our advantages as a distributing centre for imports.

As Boston and New York are the leading points for the wholesale trade of the United States so must this be for the Dominion.

While we have an open port at *all* seasons, our competitors for this trade, Montreal, Toronto, &c., are closed from all navigation at least five months of the year. The closing of navigation on the lakes leaves them practically at the mercy of railway monopolies. Where the merchants of these cities can replenish their stocks at any season, their competitors at those points have to lay in the main portion of their goods during the season of navigation, or



Market Square (North Side).

submit to excessive railway freights. Our wholesale dealers are in a position in consequence to treat their customers much better than their competitors farther west.

To quote the language recently used by a leading Montreal railway manager and financial agent, "It is only a question of time when Montreal and Toronto will simply be way stations on the road from the West to St. John and Halifax."

The advantages of our position for trade with the West Indies are unsurpassed.

BARBOUR BROS.

Produce ^{AND} Commission Merchants,

WHOLESALE DEALERS IN

FLOUR, FISH,

Salt, Provisions, Groceries, Oils, and Ship Stores.

ALSO EXPORTERS OF

Pickled and Dry Fish, Boxed Smoked Herring, Canned Salmon, Lobsters, &c.

ORDERS SOLICITED.

9, 10 & 11 SOUTH WHARF, COR. WARD STREET, ST. JOHN, N. B.

WM. V. BARBOUR.

GEO. L. BARBOUR.

JAS. H. LAKE.

I. C. BOWMAN,
COMMISSION MERCHANT

In Flour, Oatmeal, Cornmeal, Shorts, Bran, Oats, Butter, and
Produce Generally. AGENT FOR

APPLETON, MACHIN & CO., London, England—TEAS.
Corner North Market Wharf and Nelson Street. ST. JOHN, N. B.

JOHN A. WILSON,
MERCHANT TAILOR,

56 Dock Street, St. John, N. B.

A FULL LINE OF CLOTHS AND TRIMMINGS.

G. HEVENOR,
COPPER SMITH,
Smyth Street, Off North Wharf, Saint John, N. B.

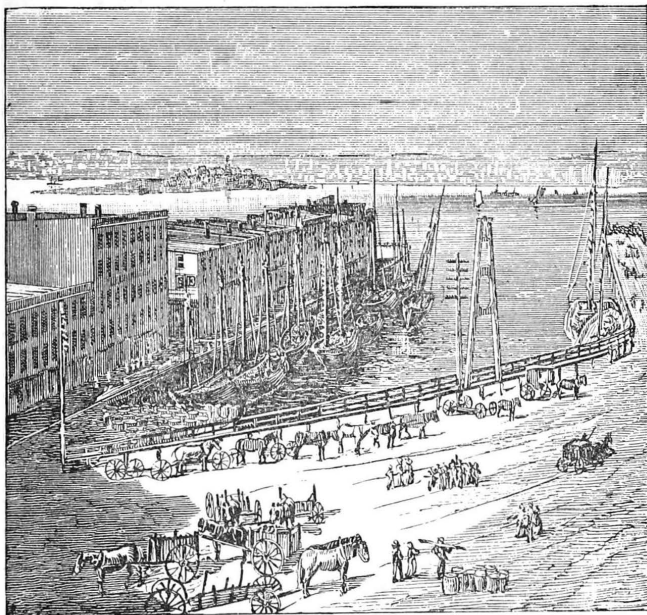
COPPER & SHEET IRON WORK OF EVERY DESCRIPTION.

ALL KINDS OF REPAIRING PROMPTLY ATTENDED TO.

In addition to owning the ships best adapted for that trade, negotiations are now in progress which will give us a direct line of steam communication.

Our fish and lumber find a large sale in their markets, while our demand for their products is increasing; in fact, we should not only have the monopoly of this trade but are in the best position in Canada for the manufacture of articles from the raw materials furnished by those Islands.

While the United States are shut out from competing with our manufacturers, their markets are open to many of our products. The inhabitants, especially those of Boston and New York, consume enormous quantities of our country produce. The export of potatoes is enormous; while the shipments of strawberries is surprisingly large. It is an admitted fact that our strawberries, as well as our apples and potatoes, are unsurpassed both for flavor and quality.



South Wharf—Market Slip.

We also supply large quantities of fish, oysters and lobsters to those markets, and find a ready sale for our surplus garden produce, which, from its excellent quality, always commands the best prices. This traffic adds much to the freight handled at this port, and draws considerable local trade.

St. John will always hold, and, we trust, rapidly improve upon her proud position as the fourth largest shipowning port in the world, (see list of tonnage upon page 64). A temporary decrease in her tonnage has been caused by the large overproduction of steamships. This has led to an unfavorable competition against sailing vessels which has now, apparently, reached its turning point. Our vessels are again asserting their supremacy.

GILBERT BENT & SONS,

RECEIVERS AND SHIPPERS OF FISH,

WHOLESALE DEALERS IN

Flour, Salt, Provisions, Staple Groceries, and
West India Produce.

Nos. 5, 6, 7 & 8 South Market Wharf,

SAINT JOHN,

NEW BRUNSWICK, CANADA.

JEWELLER'S HALL.

T. L. COUGHLAN,

14 King Street, ST. JOHN, N. B.

Diamonds, Watches, Clocks,

JEWELLERY AND FANCY GOODS.

AGENT FOR BLACK & CO.'S SPECTACLES.

JOHN P. CULLEY & CO.

IMPORTERS OF

DRY GOODS,

Millinery, Fancy Goods,

Ladies' (AND) Children's Underclothing,

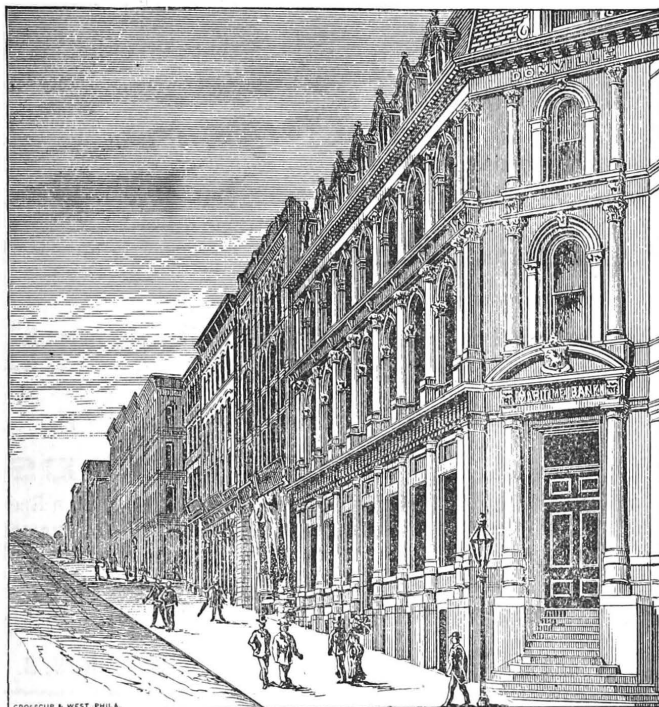
GENT'S FURNISHING GOODS.

47 KING STREET,

ST. JOHN, N. B.

Iron vessels may take the place of wooden ones without interfering with one of our important industries—shipbuilding, (referred to upon page 69). The facilities for iron shipbuilding are ample, and only require to be developed. Many of our people are interested in iron as well as wooden vessels.

During all seasons we have almost daily direct arrivals, of either steam or sailing vessels from, and departures for European ports. The central position of the Cities, with the direct railway connections, enables our shippers and importers to avail themselves of the competition of lines of steamers running to Quebec, P. Q., Halifax, N. S., Portland, Me., Boston, Mass., or New York.



South Side King Street.

The "Allan," "Dominion," "Furness," "Beaver," and other lines of steamers running to the Canadian ports, offer every accommodation for all classes of freight and passenger traffic. Having agencies at all leading points both in Great Britain and the Continent, our readers will find the representatives of these lines excellent mediums through which to obtain information regarding this Province.

The "Furness" Company, in addition to their line of first-class steamers, now running from Boston and Halifax, have recently received a subsidy from the Dominion Government for placing some of their steamers regularly upon the route between this Port and London, England. This is done with the in-

THE OLD STAND!

ALL MADE WELCOME.

PERSONS COMING TO SAINT JOHN SHOULD NOT FORGET TO CALL AT THE

MEDICAL HALL,

No. 59 Charlotte Street, Opp. King Square,

Where they can be provided with a refreshing drink of

OTTAWA BEER (General Favorite), **GINGER ALE**, or **SODA WATER**,

Manufactured on the premises by experienced and competent persons, warranted pure and free from **Lead**, **Copper**, or other injurious ingredients.

Also a large assortment of **CIGARS** (some of the Brands cannot be excelled for Quality and Flavor) will be sold **remarkably low**.

DRUGS and **CHEMICALS**, all the latest reliable preparations.

Perfumery, Toilet Articles, Paints, Oil, Varnish, Glass, Putty,

And a large variety of **Druggists' Sundries**.

To arrive in season: A splendid assortment of **Christmas and New Years Cards**, (New Designs) **Artificial Flowers** for Christmas Decorations, &c., &c.

~~And~~ All will be sold low for Cash.

R. D. McARTHUR, Proprietor.

J. W. RAMSDELL,

Manufacturer, Wholesale and Retail Dealer in

HUMAN HAIR GOODS.

Ladies' and Gents' Wigs, with **INVISIBLE HAIR LACE SEAMS**, a Specialty.

Saratoga Waves, French Fronts, Scallops & Frizzes in endless varieties.

Silk & Hair Nets, Jute Braids & Switches, and a very choice stock of **HUMAN**

HAIR BRAIDS, manufactured from the first quality of French Hair.

Ladies' & Children's Hair Cutting & Shampooing.

65 CHARLOTTE ST., OPP. KING SQUARE, SAINT JOHN, N. B.

H. HORTON,

26 Charlotte Street, Young Men's Christian Association Building,

SAINT JOHN, N. B.

IMPORTER OF ALL KINDS OF

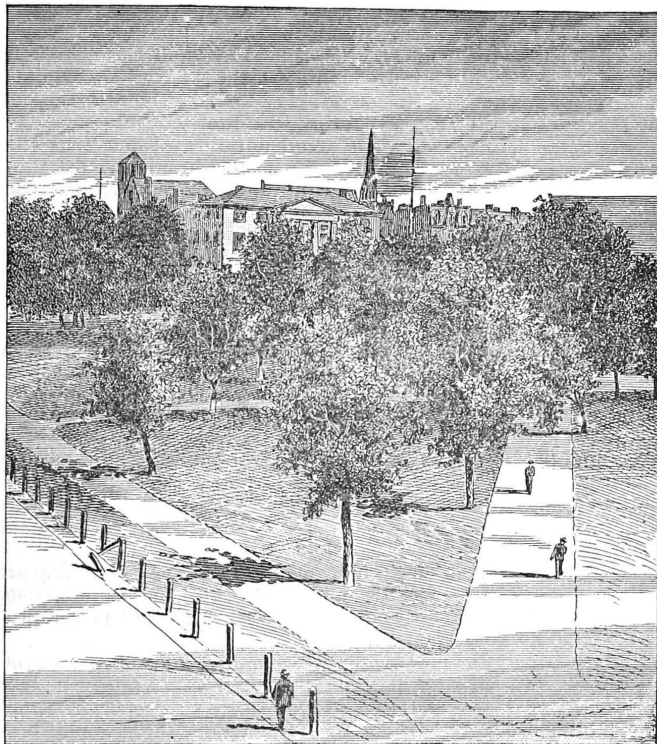
HARNESS TRIMMINGS,

SADDLES, BRIDLES,

Whips, Brushes, Curry Combs, Patent Leather, Collar Cloth, Horse Blankets, Saddlers' Tools, Axle Grease, Zinc Collar Pads, Etc.

Large Discount to Wholesale Purchasers. Prompt Attention to Orders.

tention of promoting the shipment of cattle, fish, and other produce direct from this Port. This connection being so important to the cities, will not only receive the most liberal support of their merchants and shippers, but is most strongly recommended to their European connections. It is the intention of the owners to make ample arrangements upon their steamers for carrying settlers and their effects direct from London to St. John. This accommodation will enable manufacturers and others, whose machinery, plant or capital may be either idle or unproductive, on the other side of the Atlantic, to transplant it to our own shores with great facility.



King Square, (From the Market).

In dealing with our advantages as a manufacturing centre the most important consideration, not only to the manufacturer, but also to the steamship owner, is the cost of fuel. Wood is still used largely for this purpose. The saw mills and wood-working factories save much expense in cost of material, cartage, and labour by the use of refuse from their raw materials for their fires. Edgings, slabs and other refuse are used for house fuel, especially during the summer, and for kindling, and can be delivered at the doors of residents at a cost of \$1.00 (equal to 4s.) per waggon load. Abundance of cord wood is also

obtainable at a very low price, and is much used, making a most cheerful fire in large open fireplaces.

Coal of the best quality is abundant, cheap, and within easy access of the Cities. Some fine seams are now being worked at Grand Lake, within a short distance of St. John. There are large deposits in other portions of Queen's County and many other sections of the Province which will be utilized as sections are opened up by the railways now under construction.

Situated at the head of the Bay of Fundy, within 90 miles of the Cities, and accessible by water at all seasons of the year, are almost exhaustless supplies of coal. The Joggins mine, capable of producing 100,000 tons per annum for the next 700 years, is situated as stated above. Three other mines near the same locality have a capacity for the same output for 900 years.

The Spring Hill mine, one of the most productive in Nova Scotia, is situated in Cumberland County, within 30 miles of the same water communication and connected therewith by a line of railway owned by the Mining Company; enabling them to compete most favourably with the other mines.

Reference to the map will show our excellent railway connections with these mines, and the rapidly increasing railway facilities will render these and other points still more accessible. Large supplies of coal are regularly brought from Pictou, N. S., Cape Breton, &c.

Other valuable minerals are found in the Province; among the most important are Copper, Antimony, Iron, Manganese, Gold, Silver, Lead, Plumbago, and Albertite. Petroleum is found in several localities. Salt mills, both productive and profitable, are being worked. Gypsum, Limestone, Freestone, are plentiful. Large quantities of stone for the manufacture of grindstones is quarried in the Province. Brick clay is abundant, and brick making is a large industry. The Red and Gray Granite, of which there are exhaustless supplies, are considered the finest in the world. Quarrying and polishing these stones affords employment to large numbers of workmen.

The supplies of Iron, which are accessible for the use of the City manufacturers, are practically inexhaustible. In addition to the mines near Woodstock, referred to upon page 73, we obtain supplies from New Glasgow and Londonderry mines, in Nova Scotia, the latter being within 200 miles of the Cities; and with direct railway communication, enables us to obtain this raw material at very moderate rates.

Besides our advantages of cheap fuel and other means of obtaining artificial power, we have, within a short distance of the Cities, and at numerous other points throughout the Province, many most valuable water power privileges which can be purchased at moderate prices.

As to our general advantages for the location of manufactories, a gentleman interested in establishing a rolling mill and iron works, while making a comparison between St. John and several Ontario towns, reported strongly in favour of St. John, adding: "In the item of fuel alone there would be a saving "of from \$14,000 to \$16,000 per annum, besides a large difference in the cost "of pig and scrap iron and other matters." This report being based upon an establishment of very ordinary capacity, employing about 150 hands, gives a strong point in our favor. We may add that provisions, clothing, and all necessities of life are very reasonable in price. House rents and other expenses are moderate, while the price of building materials, labour and lands are such that the possession of dwellings of their own may be a reasonable ambition to every provident family.

Space will not permit us to deal with the various points in favour of this location for all the various branches of manufactures; but we may enumerate a small number of the lines in which there are openings, in addition to

those already referred to, viz:—Steel and Iron steam and sailing ships, Builders, Saddlers and General Hardware, Malleable Iron Wares, Fire and Burglar Proof Safes, Weighing Scales and Balances, Sewing Machines, Wire Works, Clocks and Watches, Agricultural Implements, Glass and Pottery, Rubber Goods of all kinds, Felt Goods of all varieties, Flour and Oat Meal Mills, Corn and Potato Starch, Tobacco, Jellies, Jams, Marmalades, Vinegar, Pickles, Sauces, Linseed Oil, Paint and Colours, Glue, Alkalies, Potash, Soda and Ammonia, with their Carbonets; Printing, Wall and other classes of Paper, Horn, Wood, Composition and other Buttons, Carpets, Oil Cloths, Linoleums, Lace, Alpacas, Broadcloths, Tweeds, Linen and Silk Goods, Rubber and Leather Belting and Mill Supplies; Rope, Cordage and Twine; Steel, Cutlery, Fire Arms, Gun Powder, Shot, &c. The wood-working industries we deal with specially upon page 89 and the following pages. We need not further enlarge upon our list, as it will readily be seen the field is almost limitless.

The business of canning fish, meat, fruit and vegetables—as well as pickling, curing and packing the first named, are capable of great extension. The exports of frozen meat and fish are extending each year, and there is room for the investment of large capital in developing these lines. The facilities for this branch will also be much increased by the “Furness” line of steamers direct to London, offering reasonable freights and having special accommodation for it.

In dealing with the advantages we possess for special lines, we may particularize some of the most important.

In cotton goods the natural dampness of our climate renders a valuable service; the loss of time and material incident to the manufacture in a dry climate, by the breakage of threads, are much reduced here. The facilities for obtaining raw material by water are unsurpassed in the Dominion. In woollen manufactures there are many striking advantages. This Province is now becoming a large producer of the raw material. The advantages for sheep grazing are becoming known, and much of the land is being utilized for this purpose. For woollen as well as cotton goods the City water is most valuable and effective in rendering dyeing colours fast.

In the manufacture of leather, which has, and always will be a most profitable business in this Province, the local development of cattle raising adds much to the advantages. There are ample supplies of Hemlock Bark, one of the most essential elements in this business, almost at our doors. The export of the extract from that bark forms an important item in our commerce.

In the Iron working industries of all kinds, the abundance of coal, the easy access to the best of iron, cheap living, and most important—cool summer climate, mark such a number of points in our favour, that if properly known, would leave little necessity to fear our competitors.

Space will not admit our treating in detail the many special and important advantages possessed by the Cities for the location of the several branches of manufacture, but with the few facts we have given we entrust the matter to the good judgment of our readers.

We deal pretty fully with our social, religious and educational institutions elsewhere, which will show that other duties are not neglected in the rush and enterprise of business.

The short historical sketch given will enable our readers to judge of the progress of the Cities.

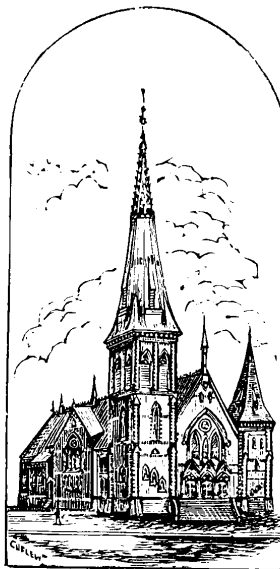
It only now remains for us to hope that this may influence many, on leaving their old homes, to cast in their lot with us and reap some of the rich harvest which now lies waiting capital and enterprise.

In speaking of New Brunswick in general (referred to upon page 72), with her population of 321,233 and a capacity and resources capable of sustaining several millions, we may well invite settlers. If her mineral deposits alone were developed it would make her a wealthy Province. With the additional riches of her forests, her vast productive lands for agricultural purposes, cattle and sheep raising, her capacities for manufactories and commerce, who will place a limit to her progress? Look at it from any point you select. Her advantages of position and climate; her exhaustless supplies of various kinds of raw material. Consider the superabundance of fuel to feed the fires which drive her machinery and supply the railways and steamers doing her carrying trade; her hundreds of never-failing streams to carry timber from the interior of her extensive forests to our mills, as well as the enormous water-power facilities they offer. With the large population required to develop the various mercantile industries—fed by the thousands engaged in cultivating her fertile soils—who will venture to limit her possibilities?

To a share in this future you are most cordially invited. To you all New Brunswickers will stretch out their hands and welcome you.

Homes are cheap with us. Health, happiness and prosperity await you. For those contemplating a change the present is the golden opportunity. Old things are passing away; progress is plainly marked everywhere; new enterprises are springing up; new industries being started; large amounts

dom is accorded to all. Every man has the same opportunity to rise to the highest position in the land of his adoption.



St. Andrew's Church.

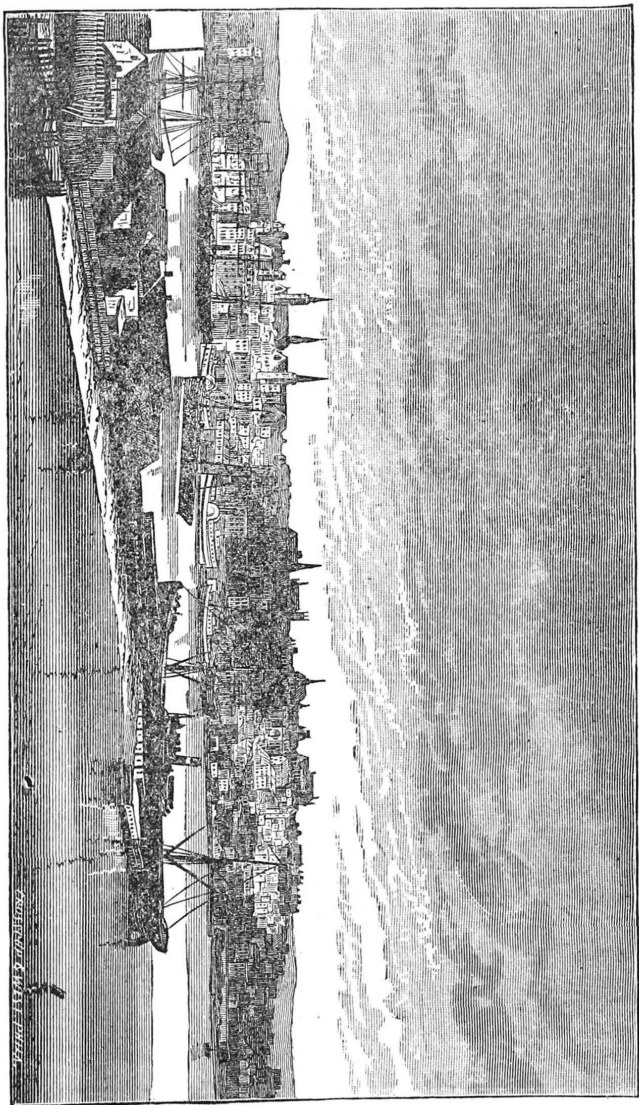
of capital being invested in railroads, mining, and manufactures, giving promise of handsome returns.

In conclusion we pass from the toil to some of the pleasures of life. We give elsewhere a short description of the Provincial railway and steam boat lines for pleasure travel. From this it will be seen how accessible our fishing and hunting grounds are now made to our citizens. In the benefits of these amusements all our inhabitants can participate without fear or favour. There are in Canada none of those relics of feudalism known as the game laws* of England. In this, as in every essential particular, the same free-

Copies of this book and pamphlets giving full information regarding the Province of New Brunswick, can be obtained free of cost by addressing: J. G. Colmer, Secretary to the office of High Commissioner, Dominion of Canada, 9 Victoria Chambers, London, Eng.; John Dyke, Dominion of Canada Office, 15 Water Street, Liverpool, Eng.; Thos. Grahame, 40 St. Enoch Square, Glasgow, Scotland; Chas. Foy, 29 Victoria Place, Belfast, Ireland; Thos. Connolly, Northumberland House, Dublin, Ireland; Samuel Gardner, Immigration Agent, St. John, New Brunswick; or

IRA CORNWALL, Jr.,
Agent General for the Province of New Brunswick,
24 Chapel Walks, Liverpool, Eng.

*See fish and game laws per index.



(From a Photograph by Norman.)

SAINT JOHN, FROM CARLETON.

THE CITY OF SAINT JOHN.

HISTORICAL.

ONE of the outcomes of the "Revolutionary War" was the expatriation of a large number of people from the United States, and the founding of several cities and towns in the wilds of Acadia. St. John was one of these. The Royalists were active partizans in the struggle between the revolted colonies and the Mother Country, and strove by every means in their power to prevent the colonies from obtaining their independence. They were no doubt, at least the great majority of them, actuated solely by an intense loyalty to the British Crown and British institutions; but, as the war progressed, they became imbued with the bitterness incident to a civil war, and were guilty of many acts of doubtful necessity.

Realizing as the war drew near its close that the cessation of hostilities would be but the beginning of their difficulties—that they would be exposed to the tender mercies of an ungoverned mob, without means of defense or hope of redress—they decided to seek new homes for themselves in this far away land. Personal security was not, however, the sole incentive which prompted them. Patriotic devotion to king and country was the mainspring of their action. Over 30,000 of these refugees, or United Empire Loyalists as they were called, settled in New Brunswick and Nova Scotia at or soon after the close of the war, nearly doubling the former population of the country.

St. John Founded.—Twenty vessels* with between three and four thousand of these Loyalist Refugees, men, women and children, arrived in the harbor of St. John between the 10th and 18th May, 1783, but a landing was not made until the 18th, owing to the coldness of the weather. This landing of the Loyalists is usually regarded as the founding of the city.

The site of St. John was the *Menagwes* of the Micmacs and the home of the divine (Glosscap, one of two great brothers of unknown origin and invincible power. The Micmacs, Etechemins or Souriquois, as the Indians who formerly occupied the territory around the mouth of the St. John are variously designated, are a branch of the great Algonquin Tribe—a brave and warlike people. Their headquarters were on Navy Island, in the harbor of St. John (see plan) where they had a village surrounded by a high palisade.

Early in June 1600,† four hundred of these Indians assembled at St. John preparatory to a raid against the Armouchiquois at Saco, Maine.

In June, 1604, De Monts, the commander of the second colonizing expedition to the Bay of Fundy, arrived at St. John, and after a thorough examination and sounding of the harbor, sailed up the river as far as the depth of the water would permit. Claude De La Tour, a Frenchman married to an English lady, received a grant of the whole of Acadia from Sir Wm. Alexander in 1629. Three years later his son, Charles De St. Etienne De La Tour, M. Denys and De Razillai were appointed governors of the country by the King of France—Charles the First of England having renounced his claims to it. Denys went fishing in Cape Breton, De Razillai died and was succeeded by a relative, D'Aulnay Charnizay, between whom and De La Tour disputes arose almost immediately

*The names of the vessels were,—The Camel, Union, Aurora, Hope, Otter, Spencer, Emet, Thames, Spring, Bridgewater, Favorite, Ann, Commerce, William, Lord Townsend, Sovereign, Sally, Cyrus, Brittain, King George.—*History of St. John*,—D. R. JACK.

† History of St. John.—D. R. JACK.

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regarding the boundaries of their respective territories. De La Tour erected a fort on the western side of the harbor of St. John, on a point opposite Navy Island, sometime during the year 1634, where he carried on an extensive fur-trade with the Indians. The disputes between the rival governors became very bitter. Charnizay appealed to Louis XIII, but La Tour would not submit to his decision, and an order was given Charnizay to carry De La Tour to France in chains. De La Tour sent to his friends in Rochelle for assistance and they furnished him with an armed ship loaded with munitions and provisions. This vessel, the *Clement*, arrived at St. John just in time to save La Tour, as Charnizay with six vessels had completely blockaded the harbor. De La Tour and his wife escaped to the *Clement* during the night, and sailed for Boston, leaving the fort in the care of his men. De La Tour obtained permission to hire vessels and men in Boston, and on the 14th of July 1643, he sailed with four vessels and ninety-two soldiers. Charnizay* did not wait to try conclusions with the new comers, but fled for his stronghold at Port Royal (Annapolis, N. S.) hotly pursued by the hostile fleet. Charnizay ran his vessels ashore and took refuge in an old mill, but was driven out, losing three of his men. Two years later Charnizay again attacked Fort La Tour during the absence of La Tour, but the little garrison of fifty men, inspired by the heroic example of Madame La Tour, served their guns so well that Charnizay was compelled to withdraw, after the loss of 33 of his men, and run his vessel ashore to prevent it from sinking. He returned in the following spring, April, 1646, and opened a regular siege. Madame La Tour and her little band kept the besiegers at bay for three days, but a traitorous Swiss sentry allowed the enemy to scale the walls, and she was forced to capitulate.

Charnizay violated the terms of his agreement, however, and hung the whole garrison—the Swiss Judas excepted, who acted as executioner—and treated Madame La Tour with so much indignity—compelling her, with a rope around her neck, to witness the execution of her brave followers—that she died three weeks after of a broken heart, leaving her young child in the hands of her cruel captor. Charnizay was drowned at Port Royal four years later; La Tour regained the favor of the French King, returned to St. John, and laid claim to the whole of Acadia. Charnizay's widow and La Borgue, a creditor of Charnizay, disputed the claim. La Tour disposed of one contestant by marrying her, and Cromwell forestalled the other by capturing Fort La Tour and all the other strong posts in the country. Cromwell's forces consisted of four ships fully armed, and 500 men enlisted in New England. Cromwell granted the greater part of Acadia to La Tour and two English gentlemen, Temple and Crowne; La Tour sold out to his partners soon after and retired to private life. Fort La Tour was restored to France by the Treaty of Breda in 1670, and its new owners improved and strengthened it very materially. Temple built a fort at the mouth of the Jemseg, the outlet of Grand Lake, opposite Gagetown, and the French partially dismantled it, bringing the cannons to St. John.

Piratical forays and disputes between the French and English over the fisheries were the order of the day, and the only occurrences of note during the next twenty years. War was again declared between France and England in 1690, and a fleet with several hundred men on board was sent from Boston to ravage the shores of the Bay of Fundy. St. John received her share of their favors—the French frigate *Union* being captured in the harbor by two of the English vessels after a sharp engagement. The *Union* had brought over a

* Most writers when referring to Charnizay use his Christian name, D'Auluy, instead of his surname, while De La Tour is always spoken of as De La Tour.

new governor for Acadia—Villebon. The fort at St. John appears to have become untenable or it was too much exposed to attack, for Villebon removed to Temple's old fort at Jemseg, and shortly after to Fort Nashwaak, opposite the present City of Fredericton. In 1696 Massachusetts sent three men of war to blockade the mouth of the St. John, and cut off Villebon's supplies. They were attacked by two French frigates and one of them captured—the other two escaped during a fog. Being reinforced by a fleet from Boston they returned and captured one of the French vessels, the *Profond*, with Governor Villebon on board. The Treaty of Ryswick in 1697 restored the country to France, and Fort La Tour was once more rebuilt and strengthened. It was dismantled again in 1701, and rebuilt in 1708. The Treaty of Utrecht, 1713, which ceded *Nova Scotia* to England, left its boundaries undefined, and the English and French both claimed the territory about the St. John River. The governor of Canada sent a small party of men to occupy the forts along the river. The English drove them away from St. John, but they returned as soon as the English left, and occupied the fort till 1755, when it was blown up by the garrison to prevent its capture by the English.

In 1755 the memorable expulsion of the Acadians from Nova Scotia occurred. Many of these unfortunate people fled to New Brunswick and settled along the St. John River. In 1758 the English and Colonists recaptured Fort La Tour, changed its name to Fort Frederick, mounted several additional cannon on its walls, and settled down to a permanent occupancy of the place. Two years later Jas. Simonds, an adventurous New Englander, came here to engage in the fisheries, but owing to the opposition of the Indians and Acadians he was compelled to leave. He returned in 1764 with a small

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party of fishermen and opened up a large trade in fish, furs, etc. In August, 1768, the troops were withdrawn from the fort, a corporal and four men only being left to guard it. In August, 1776, a marauding party from Machias, Me., destroyed the fort and captured a brig loaded with live stock for the British troops in Boston. Emboldened by the success of their first raid, the Machias people instituted another, with the intention of holding the post of St. John, but they were driven away with a heavy loss. In consequence of these raids a block house and stockades were erected on a hill overlooking the harbor and dignified by the name of Fort Howe.*

The Indians assembled here in 1780, and took the oath of allegiance—they have proved faithful to their obligations, no difficulty ever having arisen between the Whites and Indians since then! Considerable loss and much anxiety was caused by the depredations of privateers during the "Revolution."

For nearly two centuries St. John was the duelling ground of the nations. Frenchmen, Englishmen, Colonists, Pirates and Indians quarrelled and fought for its possession, and possession seems to have been the sole object aimed at by the contending parties. Neither France nor England attempted to form a permanent settlement here†—in this respect the history of St. John is unique. Elsewhere in America wherever a fort was built a colony was founded, but the natural advantages afforded for the founding of a great city here were entirely overlooked in the rage for conquest and possession. The oft recurring changes in sovereignty may have deterred its settlement. Fort La Tour itself was subject to periodic fits of melancholy—deserted and shunned by friend and foe alike. At times its walls, bristling with cannon, sheltered the Governor of "All Acadia" in their strong embrace; anon it was given over to ruin and decay, and naught was heard save the mournful cry of the sea fowl, or the dreary wash of the waves singing their requiem over the grave of the heroine whose brave deeds and sad fate have been the theme of many a writer. The story of the heroism of Madame La Tour shines out clear and bright in the otherwise dark record of the early history of St. John, and so long as Canada has a history will the name of Madame La Tour be remembered.

When the Loyalists landed here on the 18th of May, 1783, the sites of the present cities of St. John and Portland were covered with a dense forest—the only clearances being around Fort Howe, and where the Carleton City Hall now stands; and the only houses a few log huts!

Imagine a thousand of the wealthiest families of New York suddenly transported from their city homes and landed hundreds of miles away, in a dense forest, early in the month of May, without adequate shelter, deprived of all their accustomed luxuries and of many of the necessities of life, and you may realize something of the hardships which these people underwent. An idea of their character may be gathered from the fact that *the first framed building erected in St. John was a place of worship*—log shanties were what they lived in!

*Some writers state that this fort was built by Simonds in 1764 as a protection for his fishing operations. Fort Howe was a long way in the woods in 1764, and would be utterly valueless for the purpose named; the garrison would have been completely shut off from the harbor, and but little business could have been done with the Indians if they were hostile to the Whites. Simonds was from New England, and would not be very apt to name his fort after General Howe. Fort Howe was occupied by British troops, not by fishermen. If Simonds built a fort, of which there is considerable doubt, he did not build it on the top of Fort Howe Hill.

†In 1731 a few French from other parts of Acadia, headed by a priest, Jean Pierre Danillo, formed a settlement at or near the mouth of the St. John River. This attempt at colonization was looked upon with disfavor by the English at Port Royal and attempts were made to obtain settlers in Boston for the lands along the river. There were 77 French inhabitants here in 1736 but for some unexplained cause they deserted St. John and removed to St. Ann's Point and founded the present City of Fredericton.

New Brunswick, as the county of Sunbury, formed part of Nova Scotia at this time; John Parr was the governor, and the city was called Parr Town in his honor. Carleton was called Conway.* In 1784 New Brunswick was separated from Nova Scotia, Col. Thos. Carleton being appointed Governor. He appointed a Legislative Council, which met for the first time on November 22nd, 1784. The first general election of representatives took place in the Autumn of 1785, and the first Legislative Assembly was held here in January, 1786: the second in February, 1787, at St. John; and the third at Fredericton in July, 1788. On the 18th of May, 1785, Parr Town and Conway were incorporated under royal charter, as the city of Saint John; the first Mayor being Gabriel G. Ludlow, who was appointed by the Government.

During the war of 1812 several privateers were fitted out in St. John, a number of English men-of-war were kept cruising in the Bay of Fundy, and batteries were erected at prominent points about the city. The people living along the border on each side of the line between the United States and New Brunswick took no part in the contest. A slight shock of earthquake was felt in May, 1817; and a number of vessels were wrecked in the harbor during a heavy storm, December 31st, 1819. May 18th, 1833, the fiftieth anniversary of the Landing of the Loyalists, a public dinner was given in St. John, when the following toast was given: "The land our ancestors left, and the land we live in; both inhabited from one common parent, and enjoying, though under different governments, the blessings of Freedom. May old animosities be forgotten, and the present good understanding continued."

Cholera broke out in 1834; 47 deaths occurred. The Boundary Disputes in 1839 excited considerable feeling in St. John, and the people prepared for war; fortunately the matter was amicably arranged. Cholera appeared again in 1854. February 8th, 1855, a slight earthquake was felt.

On the 1st of January, 1860, the decimal currency was adopted, very much to the disgust of the "old fogies." The Prince of Wales arrived here on the 3rd of August of the same year, and met with a hearty reception, which cost the city about \$5,000.

The history of St. John since the Boundary Troubles of 1839 is comparatively tame and uninteresting. The citizens have pursued the even tenor of their way, undisturbed by wars or wars' alarms, free from calamities or losses of any kind, except from fires—plenty of these have occurred (references to which will be found under the heading Fire Department)—and the city, purified and beautified, is in this, the centennial year of its history, the home of a happy, prosperous people. Many startling changes have occurred throughout the globe during the last century, life has assumed many new phases; new ideas regarding law, religion and morality have sprung into being; steam and electricity, those two wonderful adjuncts of the world's progress, have completely revolutionized the world; railways and telegraph lines have annihilated distance, bringing far distant lands and cities together into one common centre of life and thought, enlarging the sphere of man's influence and affections, and giving increased means for usefulness and vastly extended powers for evil. St. John is determined that her voice shall be heard, that her influence shall be felt in the councils of the nations; that henceforth she will take her place as one of the great cities of the world, that she will become a powerful factor in the development of human thought and enterprise. May her voice always be heard in the cause of humanity, and her influence always be cast on the side of right.

*History of St. John.—D. R. JACK.

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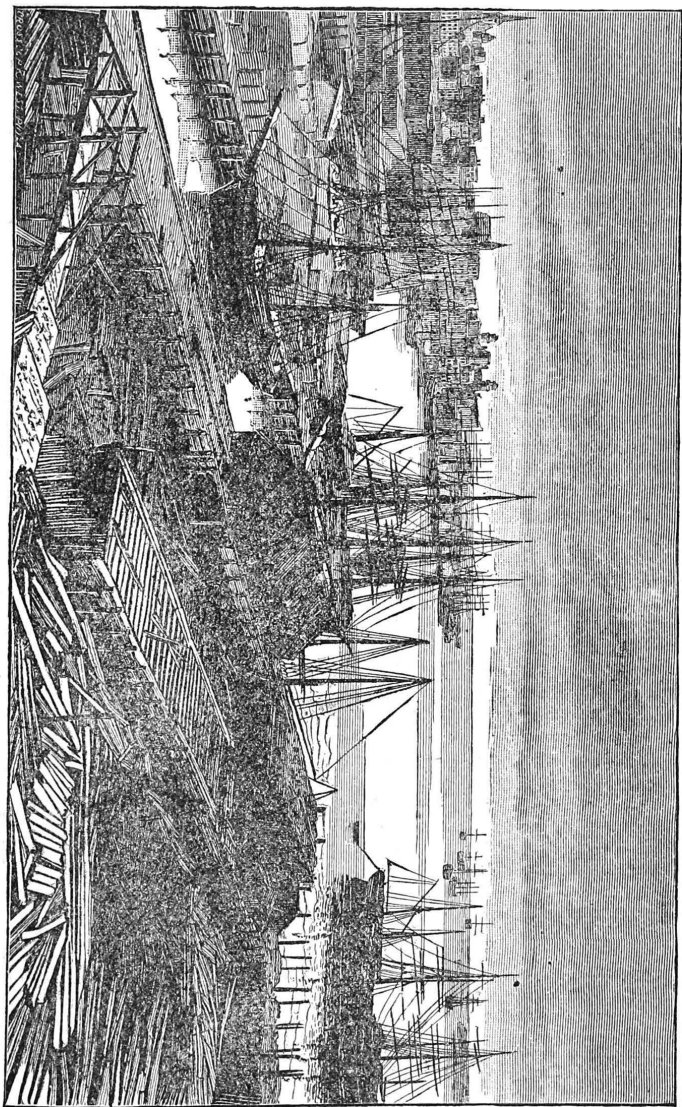
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(From a Photograph by Norman.)

SAINT JOHN HARBOR.

DESCRIPTIVE.

St. John, the "Liverpool of America," capital of St. John County, commercial metropolis and chief city of the Province of New Brunswick, occupies a commanding and picturesque situation at the mouth of the River St. John, the fifth largest river in America, and in Latitude 45° 14' 6'' N., and Longitude 66° 14' 6'' West.

The East Side or city proper is built on the top and sloping sides of a rocky peninsula formed by the river and harbor on the West, and Courtenay Bay on the East (see plan). The peninsula or ridge is about a mile long, half a mile wide in its widest part, and about 80 feet above high water in the center. North of this ridge and overlooking it is a chain of rocky hills called Portland Heights, Mount Pleasant, Fort Howe, etc. This chain runs almost due East and West, and forms a magnificent background for the city. To the eastward of the city these are clothed with a dense growth of evergreens; in the rear their sides and top are thickly studded with handsome residences; while further west, along their base and sides, the stores and dwellings of Portland are seen. A deep valley runs between the city and these heights, and through it the dividing line between St. John and the new born **City of Portland**.^{*} This valley is thickly settled, and contains several factories, machine shops, etc.; also the tracks and station of the Intercolonial Railway. Courtenay Bay and the Marsh Creek are on the east side of the city. The pretty little suburb of *Couchville* is on the opposite side of the Bay.

The West Side, or Carleton† as it is usually called, is separated from the city proper by the River and Harbor of St. John. The principal portion is built on the side of a hill facing the harbor, and contains several pretty churches, residences, sawmills, factories, City Hall, Masonic Hall, Schools, etc.; and with its streets sloping down towards the water presents a very attractive appearance. On the top of the highest hill is a venerable and picturesque stone tower,‡ which gives an antique and feudal air to the landscape, and which has always been an object of curiosity for strangers. The high lands in the northern part of the town are called *Linchester Heights*. There are several handsome residences here. Carleton is connected with the *East Side* by a steam ferry.

The Harbor of St. John is one of the finest in the world, being safe, easy of access, frost-proof—ice never forms in it—and affords great facilities on account of the great rise and fall of the tides (20 to 26 feet) for the repairing of vessels, and the building of dry docks. St. John is sadly deficient in this latter respect however, but not more so than its sister cities—there is not a single dry dock in the whole of Canada large enough to hold a 500 ton vessel! This deficiency in St. John harbor accommodations will probably be remedied in the near future, as estimates and plans for an extensive dock are all prepared. It will be located in Carleton, adjoining the Ferry Slip. There are a dozen places about the city which offer unrivalled advantages for a dry dock.

The Wharves are built of cribs of squared hemlock timber, filled with broken stone, earth, etc., and line both sides of the harbor. The total wharfage being about four miles and a quarter.

Partridge Island, at the mouth of the harbor, is its guide and guard. It is circular in shape, rising with precipitous rocky banks to a height of seventy or eighty feet above low water, and contains about one hundred acres of land.

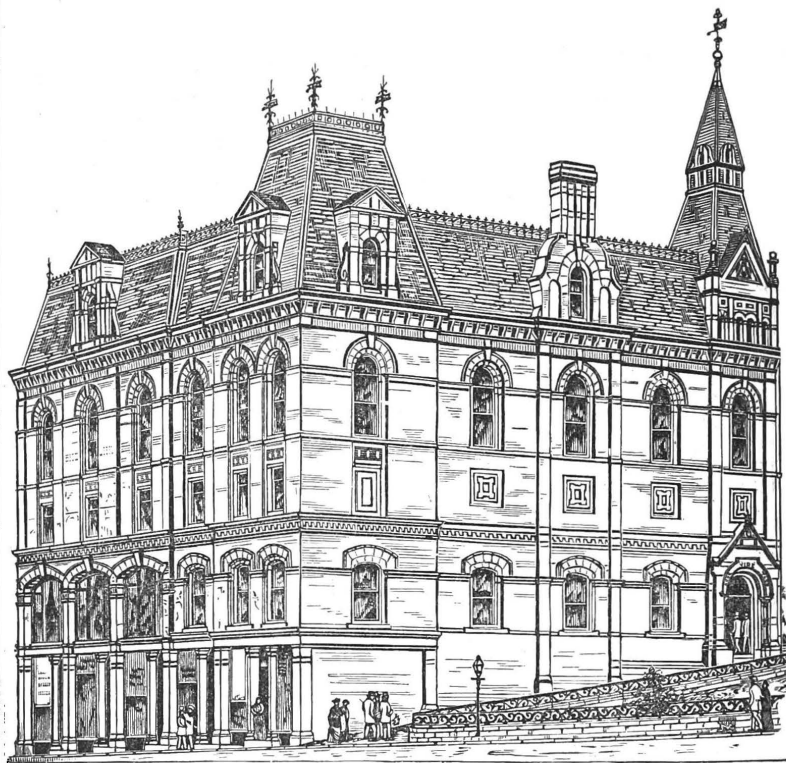
^{*} See Environs of Saint John.

† Carleton was called Conway when first settled, but was given its present name in honor of the first governor of the Province, Colonel, afterwards General Thomas Carleton.

‡ Built during the "war of 1812."

In 1788, five years after the city was founded, the Provincial Legislature passed an act for the support of a light house on this island. The light, a fixed white one, is 166 feet above the sea and is visible 15 miles in clear weather. A fog-horn or steam-whistle—the first of the kind ever used, and the invention of a Scotchman, Robert Foulis, a resident of the city—is located in a building on the south-west side of the Island. It was erected in 1860, and is sounded three times each minute during the prevalence of fogs or snow storms, and can be heard at a distance of from four to eight miles. There is a quarantine hospital on the island, which, fortunately is very seldom used, an occasional small pox patient being its only occupant since 1857, when a large number of immigrants sick with ship fever were detained here for several days. There is a *Signal Station* here also, and vessels passing up or down the Bay of Fundy, or desiring to enter the harbor, are reported. There is a battery on which several guns are mounted. A ledge running out to the eastward of the island is guarded by a bell-buoy—the bell can be heard at a distance of three miles. The Channel on this side has 18 feet of water, that on the west side 12 feet.* West of the Island and about half a mile distant is the bold headland of *Negrotown Point*, a high bluff overlooking and commanding the western channel. A battery, (Fort Dufferin it is now called,) was erected here many years ago, there are but four guns in position. A breakwater—2250 feet long juts out from the point toward the island. It was built in 1877 at a cost of \$240,000. Before it was finished a heavy southerly gale carried away a large portion of it; and soon after its completion another gale demolished about four hundred feet of its outer end. It was built of timbers, bolted and cross-fastened, and filled with stone, and immense boulders were piled up in the water on the outer side. The force of the waves was so great that the boulders were carried clear over the top of the breakwater which is 5 feet above high water mark. It is being rebuilt now, and of solid masonry. The repairs will cost \$71,000 as per tender. It was built and is being repaired by the Dominion Government. On the outer end is a harbor light, which is of great use to coasters. Between Partridge Island and the city, at the lower or southern extremity of a rocky reef, and on the western side of the channel, is a *Beacon Light*, which is of great use to vessels entering the harbor in thick weather. *Mahogany Island*, 5 miles south-west from Partridge Island, and about 1½ miles off shore, is a very pretty spot for pic-nics, etc., and is destined to become a favorite resort. *Navy Island* (see plan), a low, flat island, the home of several fisherman, is at the upper end of the harbor on the Carleton side, and directly opposite the site of old Fort La Tour—so intimately connected with all the romance of St. John's early history. The views of St. John from the Heights of Portland or from those of Carleton are simply magnificent. The city with its broad streets, its massive buildings and numerous church spires; the harbor filled with shipping; Courtenay Bay, with Crouchville and the hilly country beyond on the east and south-east; Partridge Island at the entrance of the harbor; Negrotown Point and Breakwater on the right; the Bay of Fundy stretching away to the horizon to the south and westward, dotted here and there with vessels of various kinds and sizes, and Nova Scotia blue and indistinct in the distance, combine to form a picture of great beauty. But the best view of all is from the deck of a steamer entering the harbor. No man who sees St. John for the first time from the deck of an incoming vessel on a clear summer's eve could ever become dissatisfied with the city even if he spent a month in one of the worst boarding houses in it.

* These are extreme low water measurements.



MASONIC TEMPLE, GERMAIN STREET.

TOPOGRAPHY.

ST. JOHN is well and regularly laid out, the streets are wide and airy, and cross each other at right angles throughout the greater portion of the city. It will be seen, on referring to the plan, that Union Street is the dividing line between the regularly and irregularly laid out portions. This is owing in a great measure to the fact that Union Street was the northern boundary of the city as originally surveyed (1783). That portion south of Sheffield Street was reserved for military purposes, and that north of Union Street was granted to Messrs. Hazen, Gilbert and Simonds. As the population increased, new streets were opened north of Union Street, and run to suit the contour of the hills, etc.

The Streets—Many years labor and vast sums of money have been expended in bringing the streets of St. John to their present state of perfection. Many of them have been cut down from thirty to forty feet through the solid rock, and some of them will have to go still lower. Hills have been levelled and

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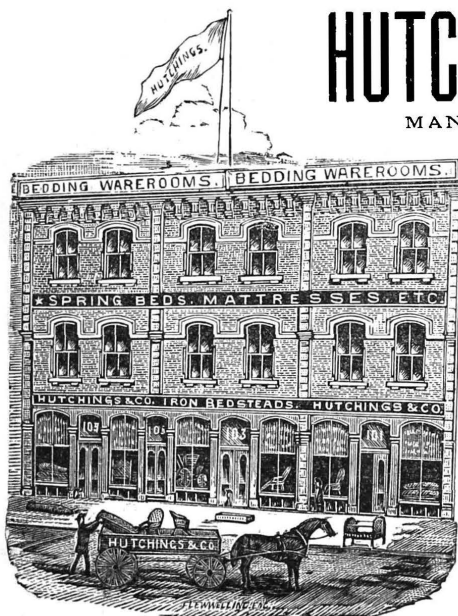
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SEVEN STYLES.

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Wire Mattresses.

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Brass and Iron Bedsteads,
Adjustable Chairs, Stretchers,
Cribbs, Etc., Etc.

Children's Carriages and Sleighs,
Rattan Chairs, Bassinets, Baskets.

101 to 107 Germain Street,
Opp. Masonic Temple,
ST. JOHN, N. B.

hollows filled up all over the city. Fifteen years ago there was scarcely a sidewalk in the city worthy of the name, as the patches of brick, stone, or plank, which answered to the name, were so poorly and unevenly laid that they were almost worse than none. Gravel and sand covered most of the footpaths. All this is changed; every thoroughfare, and many of the side streets, has its double walk of asphalt or plank. There are but very few plank sidewalks however, not more than seventy or eighty feet of brick, and not one foot of stone pavement in the city. The total length of streets is 48 miles, and of sidewalks about 60 miles—*asphalt, plank, etc.*; gravel walks are not included.

The principal Streets are Prince William, King, Water, Dock, Canterbury, Germain and Charlotte. These, with the Market Square, North and South Market Wharves, King Square and Union Street (from Charlotte to Sydney) constitute nine-tenths of the business portion of the city.

Prince William Street (see views) runs north from Reed's Point, — the point of arrival and departure of the steamers for Nova Scotia, the United States, and Europe,—to Market Square, at the foot of King Street. The Custom House, Post Office, Banks, City Building, Ticket, Insurance, and Law Offices, and a number of stores are located on this street. All of the stores are between Princess and King Streets. Books, groceries, stoves, hardware, rubber and fancy goods are the articles handled here. This is the only paved street in the city—the “Nicholson” (wooden blocks set on end), being laid from Duke Street to the head of the Market Square. *Water Street* runs parallel with Prince William, starting and ending at the same points—Reed's Point and Market Square. The *Carleton Ferry Building* is on Water Street at the foot of Princess Street. The ticket and some of the general offices of the New Brunswick Railway are in the Ferry Building. A little farther north and on the opposite side of the street is a local office for the Grand Southern Railway. Passengers for either road take the ferry. *Market Square*, at the northern ends of, and between Prince Wm. and Water Streets, is the rendezvous for the unemployed cartmen and laborers of the city. Some of the finest stores of the city are on the east and north sides of the Square (see view). At the western side, at the corner of the South Market Wharf, is the spot—remarkable in the history of the city—where the Loyalists first landed in 1783. No monument marks the spot! *The Market Slip*, on the west side of the square, is one of the curiosities of St. John, and well worth a visit. It is usually crowded with small coasters and fishing craft from all ports along the Bay of Fundy and up the St. John. At high tide the water is within two or three feet of the top of the wharves; at low tide the slip is completely dry, and carts can be loaded with wood, hay, etc., direct from the vessels in the centre of the slip.

North and South Market Wharves, as the wharves on each side of the slip are called, and the streets running from them, are the centre of the flour, fish, fruit, produce, ship chandlery, and commission business. When business is dull here, a hum need not be looked for anywhere else in the city. *Dock Street*, the principal thoroughfare between the City and Portland, enters Market Square at the head of North Wharf. Conclusive evidence of the difficulties experienced in the construction of the streets may be found here. Some of the buildings on the West side of the street have three flats between the street line of Dock and that of Nelson Street in the rear—in other words, they are built on the face of a precipice. The rocks in rear of the buildings on the East side are higher than the buildings, the face of the hill having been cut away to admit them. The street was widened eleven feet after the fire of 1877 at an expense of over \$40,000. Passage around this

point was dangerous and difficult when the city was first built—the water coming up to the base of the cliff, and people had to cling to the roots of the trees to avoid rolling down upon the beach.* Water Street had no existence in those days and in many places the water line was along the western side of Prince William Street. Clothing, crockery, iron, confectionery, saws, groceries, and machinery are the principal articles sold here. *King Street*, the finest in the city, and the favorite promenade, runs East from Market Square to Courtenay Bay. It is very wide, with an easy incline, and lined on both sides with very handsome buildings. (See views.) The sidewalks, although twelve feet wide, are almost impassable at times, owing to the crowds of shoppers and promenaders. Window dressing is one of the fine arts, and

*History of Saint John.—D. R. JACK.

PARK HOTEL,

KING SQUARE.

A. M. PHILIPS,
Proprietor.

ST. JOHN, N. B.

Fine large Sample Rooms in connection.

ESTABLISHED 1826.

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Plain  Fancy Biscuit,

Pilot and Navy Bread.

MILL STREET, ST. JOHN, N. B.

thoroughly understood by the merchants of St. John. King Street is a panorama of handsome pictures. Everything required for home comfort, personal use, or adornment, may be obtained here. *King Square*, (see view), at the head of King Street—i. e. at the top of the hill—and between Charlotte and Sydney streets, (see plan of city), is a handsome plot of land, containing about three acres and covered with large shade trees, most of which were planted at the time of the visit of the Prince of Wales in 1860. In the centre of the Square, towards which all the walks converge, is a fountain surrounded by an iron railing. The Court House is opposite the East side of the Square, on the corner of King Street East and Sydney Street. The Dead House, Registry Office, County Jail, and the Police Office are in the rear of the Court House and fronting on King Street East. *The Old Burying Ground*, the last resting place of many of the early settlers of St. John, and a delightful retreat from the dust and noise of the streets, is opposite King Square, between Sydney and Carmarthen streets. This is the most interesting place in or about St. John. A better insight of the character, feelings, and aims of the pioneers of the city may be obtained from the tombstones in this enclosure than from all the histories and biographies ever published. Every epitaph is a history—some require a key to open them—all are interesting, and many of them very quaint. The moss covered tombstones, in every position except the upright, the smooth, well kept walks, the fountain, the flowers and the trees, are all in keeping with each other. No interments have been made here since 1847. *Charlotte Street* runs from Union Street, South along the West side of King Square to the Government Pier, at the southern end of the city. The Y. M. C. A. Building is on the East side, between Union Street and King Square. The Market Building is on the West Side, opposite the north-west corner of the Square. The stores are all between Union Street and the South side of King Square—the majority of them are small. *Germain Street* bade fair to become the leading street of the city, but it has not fully recovered from the scorching which it received in 1877, and shows more scars than any other street in the portion burned over at that time. What buildings have been erected since are far superior to their predecessors, and they were considered very good, but the attractions—the Victoria Hotel and Academy of Music—have gone, never to return, probably. It is the *church* street of the city, there being one Baptist, two Presbyterian and two Episcopal churches on it. The Masonic Temple is on the East side, between Princess and King, at the head of Church Street. The stores are all between Princess Street and the Market. *Canterbury Street*, between Germain and Prince Wm. Streets, is the news mongers' retreat, there being three large newspapers on it between Church and Princess streets. *Princess Street* has more law piled up on the hill between Prince William and Germain streets than a ship could carry. The Dominion Savings Bank is on the corner of Canterbury and Princess, diagonally opposite two great store-houses of legal talent. The statement of deposits and withdrawals shows that equity takes precedence before law, however. *Union Street*, East from Charlotte—and *Brussels Street*, are lined with small retail shops of various kinds, dwellings, etc.

The section described in the foregoing comprises the whole of the business portion of St. John. There are small stores scattered all over the city, as is the case in all towns great or small, but as will be seen from the plan, the business portion is confined to a small compact space.

* The street East of the Square is called King Street East.

PUBLIC BUILDINGS, ETC.

The fire of the 20th June, 1877, was the turning point in the affairs and history of St. John. Old things passed away and all things became new. That was the end of the wooden, and the beginning of the brick age. The unsightly wooden structures, devoid of paint, and covered, roofs and sides alike, with shingles, which disfigured all the prominent thoroughfares, disappeared, and their sites are now occupied by handsome brick and stone structures. There were many fine buildings here before the fire, but those erected since are superior in every respect. The first plate glass used in a store door in St. John was in 1844—a countryman "put his foot in it"; and the first brick building erected in the city was on the north-west corner of Germain and Church streets.

Custom House, (see view) on Prince William Street, near Reed's Point, is as fine a structure for the purpose as can be found in America. It is built in the form of the letter E, with the back of the letter on Prince William Street, is 200 feet long, 90 feet wide, 3 stories high on Prince William and 5 on Water Street; the end ells or arms of the letter being 84 feet long, and the centre one 46 feet, all of the same height as the main building. The height from Prince William Street to the top of the dome is 126 feet. The structure is of finely finished cut freestone, with ornamented stone trimmings, and cost, including furniture, etc., \$340,000. The amount paid up to the 30th January, 1882, was \$320,696, and there are several claims still outstanding and unsettled. It contains, besides the various offices of the Customs Department, which occupy one-third of the building, the offices of the Public Works, Inland Revenue, Marine and Fisheries, Shipping offices, Examiner of Masters and Mates, Inspector of Fisheries, Steamboat Inspectors, Meteorological office, Inspector of Weights and Measures, Gas Inspector's, Janitor's departments, etc. On the roof is a Repeating Signal Station—the different signals given on Partridge Island of "vessels in sight," "pilot wanted" and the like, are repeated here; there is a storm signal station here also—reports regarding the present and probable condition of the weather being received from different parts of the Province, Canada, and the United States, and if a storm is approaching a drum is hoisted to the yard-arm of the flag staff in the day time and a lantern at night. There is a Time Ball here also, which is raised the full height of the piston at one minute before one o'clock, and dropped at one o'clock, exactly. A beautiful view of the city, harbor, and surrounding country may be obtained from the roof of the building. The action of the Dominion Government in ordering the construction of this building so soon after the fire, when St. John was a heap of smoking ruins, many of its merchants utterly ruined, and business completely disorganized, was the strongest possible endorsement of the character of the merchants, and a good evidence of the extent and value of the trade of the city. (See imports and exports.)

The Post Office, another handsome endorsement of St. John by the Dominion Government, is on the southwest corner of Prince William and Princess Streets, fronting on Prince William and extending back along the line of Princess to Water Street. It is constructed of finely cut and ornamented freestone, with a granite basement; was erected in 1880 at a cost of about \$130,000. It is three stories high on Prince William and five stories high on Water Street, surmounted by a mansard roof with an ornamental iron railing along the top. There is a clock with an illuminated dial in the roof fronting Prince William Street. There are twenty clerks employed in the office, thirteen letter carriers, with a superintendent; an engineer and an assistant in charge of the heating apparatus and the elevator for hoisting the mails, etc., from the

Water Street floor to the sorting and mailing rooms. The offices of the Postmaster and assistant are on the lower flat, the Post Office Inspector's office is on the second, and the janitor's departments on the third flat. There are four clerks and a messenger employed in the Inspector's office. Twenty-one clerks are employed in the Railway Postal Service. Following is a statement of the business of the office for 1882:

| | POSTED. | RECEIVED. |
|-----------------|---------|-----------|
| Letters..... | 841,216 | 907,788 |
| Cards..... | 45,864 | 137,784 |
| Books..... | 151,268 | 65,876 |
| Parcels..... | 7,124 | 5,380 |
| Newspapers..... | 541,263 | 1,752,652 |

Carriers delivered 670,400 letters and postal cards, and 270,023 books, papers and parcels. Total number of mail bags received 57,350; sent out, 270,023.

The City Building (see view) corner of Prince William and Princess Streets, is a plain handsome freestone structure, erected in 1879, at a cost of \$32,000. It contains the offices of the Mayor, Common Clerk, Chamberlain, City Engineer, Assessors, and the Water and Sewerage Commissioners. The interior finish is in keeping with the outside, neat, handsome and solid.

The Ferry Building, a neat brick structure, two stories high, with a sloping roof, surmounted by a square tower, is on the northwest corner of Princess and Water Streets. There are two large waiting-rooms — one for ladies and one for gentlemen, Ferry Ticket Office and the Ticket Office and Baggage Room of the New Brunswick Railway on the ground floor. The Harbor Master's office, office of the Society for the Prevention of Cruelty to Animals, and several of the general offices of the New Brunswick Railway are on the floor above.

The City Market. The first market building in the city was located in Market Square, at the head of the slip. It was of wood, built about 1830, burned in 1837, rebuilt of brick in 1840, and destroyed again in 1841. The civic offices were in the upper, and butchers' stalls in the lower flat. Country people backed their carts up to the curbstone on each side of King Street. Market Street, from Charlotte to Germain, was set apart for the purpose of a market, and the present building was erected in 1876. The building is 394 feet long from street to street, 80 feet wide, and varies in height: the eastern or Charlotte Street end being three stories in height, surmounted by a high mansard roof, and the Germain Street end three stories high, with a flat roof, the variation being caused by the difference in the street levels. It is built of brick,



CITY MARKET BUILDING.

with stone facings and pillars, and cost \$150,000. There are four stores in each end of the building—two on each side of the entrances—and tables, racks and stalls are arranged on both sides and down the centre of the main building. There are several fine offices in the upper flats of the Charlotte Street front. This is the best place in the city to study the manners and customs of the people, and to see the products of the country.

The Court House an old-fashioned, plain but very substantial stone building, is on the south-east corner of King Street East, and Sydney Street, opposite King Square. It was built in 1828, contains the Supreme* and County Court Room, City Court Room, Jury Rooms, Barristers' Rooms, Sheriff's Offices and the Common Council Chamber. (Council meets second Wednesday in each month.) The Dead House, Registry Office and County Jail are in the rear of the Court House and facing King Street, East. They are all built of cut stone, uniform in style and design with the Court House, and strong enough, apparently, to withstand a long siege. Every deed, bond, mortgage, bill of sale, or other legal document relating to the transfer of property, real or personal, in the City and County of St. John must be recorded and filed in the Registry Office. Dishonest and unruly members of society are furnished with board and lodgings in the jail at the expense of the public.

The Central Police Office adjoins the Jail. It is a two-storey brick building with basement, stone trimmings, and ornamented with a square tower in which is placed a fire alarm bell. The interior arrangements and finish of the building are very fine—much better than the outside appearance would indicate.

Wiggins Male Orphan Asylum, (see view) on St. James Street, near Pitt, is the handsomest building in the Maritime Provinces. It is built of red and grey freestone, and granite, and in the Gothic style of architecture. It was built in 1876 at a cost of over \$100,000. It shared the fate of its more humble neighbors during the fire in 1877, but was rebuilt immediately and after the original design. It was founded by Stephen Wiggins, Esq., a former resident and prominent ship owner of St. John, and as its name indicates, is intended solely for the reception of male children of Protestant parents who were connected with the shipping interests of Saint John. It has accommodations for but 30 children besides the officers.

The Marine Hospital, a collection of small wooden buildings, and the only ones in range of the fire of 1877 which escaped destruction, is almost opposite the Wiggins Orphan Asylum. There are accommodations for thirty patients, but there has not been that number in it at any time during the last twenty years, the average being about ten. A handsome brick building, two stories high, with a high basement of granite and a mansard roof is being erected beside the old wooden one; it is being built by the Dominion Government, and will be finished during the present year. There are two wings the same height as the main building, and the building is so constructed that two more may be added at pleasure. It will accommodate about sixty patients as now arranged, but double that number might be easily cared for. The building will cost about \$30,000.

The Gas Works are also on St. James Street, on the corner of Carmarthen. The Company was organized in 1844, and gas was supplied to some portions of the city on the 18th September, 1845. There are about sixty miles of pipes of different sizes in the city. (There are 300 street lamps in St. John—East side; Carleton has none.)

The Protestant Orphan Asylum resulted from the cholera. In 1854, Asiatic cholera broke out here and continued till end of August, the deaths averaging thirty-four per day for the whole time. About one hundred and twenty children were left orphans and destitute by the terrible scourge, one-third of whom were Protestant. These were taken care of at different places and at different prices until 1864, when the Institution secured a permanent home on the corner of Brittain and Carmarthen Streets. The cellar walls were all that

* First Supreme Court Sittings—January, 1830.—History of St. John.—D. R. JACK.

was left after the fire. The present building, a plain but neat brick structure of two stories, with a high basement and mansard roof, is on the same lot on which the other one stood. It is well laid out, nicely furnished, and supplied with everything necessary for the comfort of its inmates. It was opened 16th November, 1881; cost \$8,000. It was built and is kept up by voluntary contributions. Average expenses, \$1,200 per year. Number of inmates average twenty-eight; accommodations for fifty, which can be extended to one hundred.

The General Hospital occupies a commanding position on a ridge of elevated ground between Waterloo Street and City Road—entrance from Waterloo Street. The structure is of brick, with freestone facings and granite basement, and consists of a large square building three stories high, with a large wing two stories in height. It was erected in 1865 at a cost of \$54,000, and will accommodate 80 patients.

Mechanics' Institute, a large wooden building on Carleton Street, near Germain, is the theatre, opera house, and general amusement centre of St. John, there being no other building in the city suitable or large enough for public meetings of this description. It was built in 1840, at a cost of \$26,100. Repairs and alterations since have amounted to about \$50,000. The Hall has a seating capacity of about 1,200. There is a library containing about 7,000 volumes, a reading-room well supplied with home and foreign papers and periodicals, and a museum containing many objects of interest, open to the public every Saturday afternoon; strangers are admitted at any time.

The Masonic Temple on Germain Street, adjoining Trinity Church, is a splendid structure and a credit to the Masonic fraternity of New Brunswick. It was erected by a joint stock company, but it will be handed over to the Grand Lodge of New Brunswick, eventually. It is built of brick, with stone trimmings, the front and southern side being faced with the best Philadelphia pressed brick, and will cost when fully completed \$80,000—land included. It has a frontage of 85 feet on Germain Street, and a depth of 90 feet, (size of lot 100 by 200 feet. The main entrance is at the south-east corner of the building, on a level with the second floor, and is reached by a passage way 15 feet wide. The main Lodge Room is on the third floor. It is 64 feet long, 33 feet wide, and 30 feet high. The Grand Lodge meets here on the Fourth Friday in April of each year. (For other meetings see Societies.)

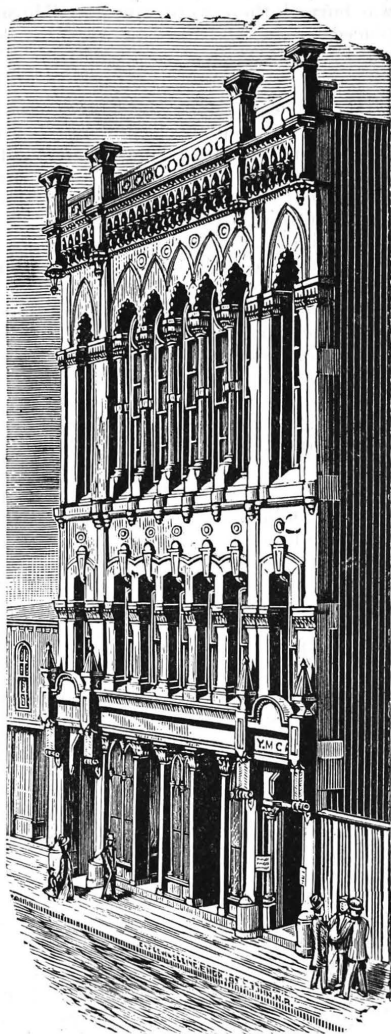
Odd Fellows' Hall, on Union Street, at the head of Chipman's Hill—the continuation of Prince William Street, is a handsome brick structure four stories high, with a mansard roof. (See view.) It was built in 1878, the corner stone being laid on the 20th June of that year. The style of architecture is a near approach to the Italian *renaissance*. The building is constructed of Philadelphia pressed brick, with trimmings of freestone. It has a frontage of 45 feet on Union Street, running back 84 feet along the line of Prince William Street. There are two large halls on the third floor, each 42 by 25 feet, and two on the fourth floor. These two flats are set apart for the use of the Order; the two lower floors being occupied by stores, offices, etc. The cost of the building and grounds was \$30,000. The interior finish and furnishings are very handsome. (For nights of meetings see Societies.)

Y. M. C. A. Building, (see view) between King Square and Union Street, is a fine three-story brick building with a granite front and basement, erected in 1872 at a cost of \$40,000, including the price of the lot. It contains parlors, reading rooms, class-rooms, library, gymnasium, bath-rooms, and a large hall with a seating capacity of about 850. The library and reading-room is open daily, Sundays excepted, from 8 A. M. till 10 P. M. Strangers taken in. The

Association was organized Nov. 20th, 1867, and is composed of a large number of *live men*.

Churches.—As stated in another part of this work the first frame building erected in St. John was a house of worship. And the citizens of the present day, in imitation of their ancestors, dedicate their finest and most costly buildings to the service of God. St. John is a city of churches; they are to be found in every direction, and in all styles, from the plain, unpretending chapel to the grand cathedral. It would be impossible in a book of this size to give a sketch of all the churches in the city, only a few of the more prominent ones will be mentioned.

Trinity Church, owing to its historical associations, will be accorded the first place. The corner-stone of the original church was laid on the 20th August, 1788, and the first sermon was preached in the church on Christmas Day, 1791. Stoves were not introduced into the church until 1803. Twelve years without fires! A clock was placed in the tower in 1812, and did duty till the 20th June, 1877, when it stopped short never to go again—the Church being burned. "Old Trinity" was a large, plain wooden building. New Trinity, which occupies the site of its predecessor on a lot (or rather four lots—two on Germain Street and two on Charlotte), on the east side of Germain, near Princess, and adjoining the Masonic Temple, is the finest church in the city. It is built of rough grey limestone, with facings and trimmings of cut free stone; is 172 feet long and 62 feet wide, and cost about \$100,000. The nave is 34 feet clear width, the height 56 feet from floor to ceiling, and 64 feet to the ridge of the roof. It is surmounted by a tower and spire. There is a chime of bells in the belfry, and a clock tower with four dials. There are eighteen handsome stained glass windows in the church—the gifts of different members of the congregation. The church was opened December 9th, 1880. The Royal Arms which hang on the walls are interesting relics. In September,



Y. M. C. A. BUILDING.

1776, Trinity Church, New York, with nearly one-third of the city, was burned to the ground. Every thing in the Church, except the Royal Arms, was burned, these were saved, and brought to St. John by the Loyalists and placed in the first place of worship opened in the city. When Old Trinity was built the Arms were placed in it. They were saved at the time of the big fire, and are again within the walls of Trinity Church.

The Centenary Church. The Methodists built the second church in the city. It was a plain, unpretentious wooden building, erected in 1805, and located on Germain, corner of Horsfield Street. It was known as the Germain Street Methodist Church. The lot was sold after the fire, and a new site obtained at the corner of Charlotte Street and Queen Square. The Centenary is an outgrowth from this Church. It was opened August 18th, 1839,—the centennial year of Methodism. The old building was of wood, the present one is of stone with artificial stone trimmings. It was opened August 18th, 1881. It has a large school building in the rear, which was used for meetings from June, 1878, till the completion of the Church. The new building is on the site of the old one, Princess corner of Wentworth—the highest ground in the city.

St. Andrews (Presbyterian) was the third church erected in St. John. It was built in 1815, and occupied the site of the present edifice till 1877. The St. Andrews of to-day has no resemblance to its diminutive predecessor. It is a large, handsome structure, with a spire and tower. It was built in 1878, at a cost of \$65,000. It is on Germain Street, near Duke.

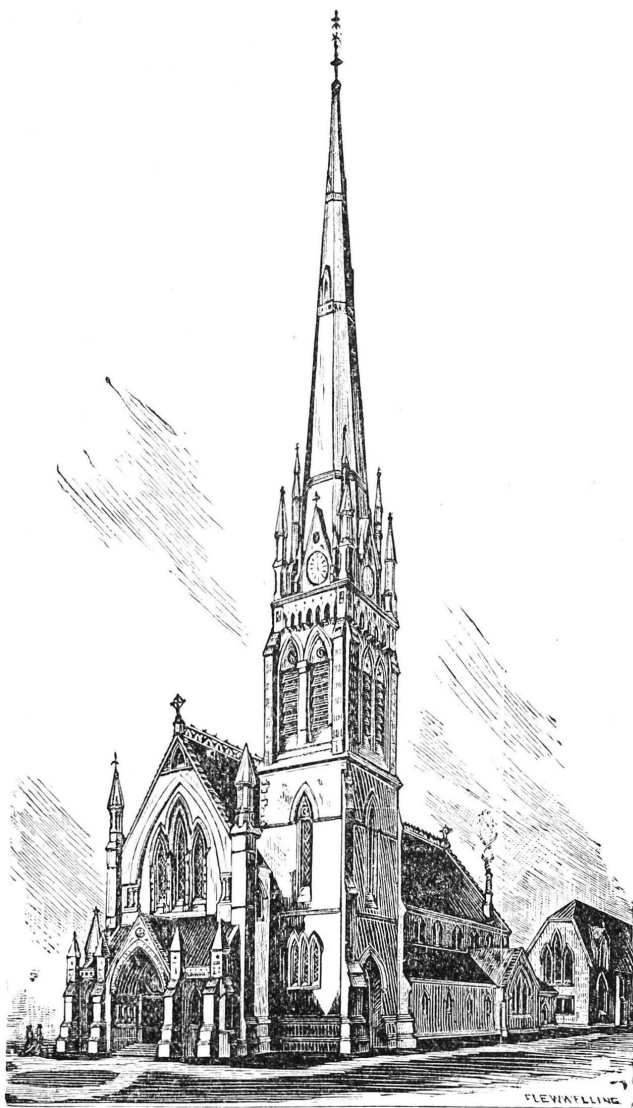
St. David's Church, (Presbyterian,) situated on Sydney Street, between Princess and Duke, is a substantial brick edifice, and one of the first churches erected after the fire of 1877. It is 100 feet by 60 and cost \$40,000. The stained glass windows in this church are said to be equal to those of many of the famous European Churches. The subject of the design in the window facing Sydney Street is Christ blessing little children, and those in the chancel represent Faith, Hope and Charity. They are all memorial windows presented by members of the congregation. There is a very fine organ in the church and the first of the kind built in the city.

When the Baptists built their first church is uncertain; they have several very fine, handsome ones in the city now.

The Roman Catholic Cathedral on Waterloo Street, opposite Richmond, is the largest church in the Province. It is built of marble and sandstone, is 200 feet long, and 110 feet wide at the transepts, and cost \$100,000. There is a marble bas-relief of the Last Supper over the eastern portal which is worthy of inspection. The Nunnery, a plain brick building, is on the East side and the Bishop's Palace, a fine stone structure, is on the West side of the Cathedral.

The Roman Catholic Orphan Asylum is on Cliff Street, adjoining the Bishop's Palace. It is a plain but very neat brick building, with accommodations for about 100 children.

Following is the number of Churches belonging to the different denominations in St. John, Carleton, Portland and Fairville: *Baptist*, St. John 3 and 3 Mission Houses; Carleton 1; Portland 1; Fairville 1; Total 9. *Christian Baptist*, St. John 2. *Free Baptist*, St. John 1; Carleton 1; Portland 1; total 3. *Congregational*, St. John, 1. *Episcopal*, St. John 4; Carleton 2; Portland 3; Fairville 1; total 10. *Ref. Episcopal*, Portland 1. *Methodist*, St. John 4; Carleton 1; Portland 1; Fairville 1; total 7. *Epis. Methodist (Colored)*, St. John 1. *Presbyterian*, St. John, 5; Carleton 1; total 6. *Ref. Presbyterian*, St. John 1. *Plymouth Brethren*, St. John 1. *Rom. Catholic*, St. John 1; Carleton 1; Portland 1; Fairville 1; total 4.



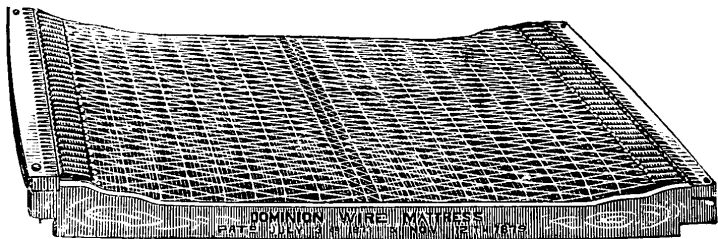
TRINITY CHURCH, SAINT JOHN.

THE ENVIRONS OF ST. JOHN.

Portland is an outgrowth of St. John, resulting from the overcrowded state of the narrow limits of the city, and from the natural desire of struggling humanity to escape from the noise and bustle of city life to the quietness and freedom of the country.

Portland Heights early became a favorite resort of those who could afford a suburban retreat. The poorer classes followed, as taxes and the cost of living were very much lower there than in the city. The steamers and vessels engaged in the navigation of the St. John River have always made Indiantown — the western end of Portland — the terminal point of their trips, drawing people and business thither. The building of the Suspension Bridge and the opening of the road to it has also tended to build up the place. It was thought, and greatly desired for many years, that Portland would incorporate with St. John, but for some cause the project was abandoned, and it was incorporated as a city in April, 1883. It is divided into five wards, and governed by a mayor and 15 aldermen, 3 to each ward, with all the officers, paraphernalia and expenses of a city. Population in 1851, 8,429; in 1871, 12,520; in 1881, 13,570. Although under separate municipalities, the interests and aims of the two cities are so interwoven that they are practically one city, and we seldom hear one say, "I am of Portland," or "I am of St. John." Probably not one person in a thousand knows the whole of the boundary line between the two places.

Main Street, the leading thoroughfare and business street of Portland, runs from Mill Street, a prolongation of Dock Street,—west, along the base of Fort Howe Hill, to Indiantown, a distance of about $1\frac{1}{2}$ miles, is lined with small



DOMINION WIRE MATTRESS.

PATENTED in United States, Canada, and Great Britain. Only Mattress using **Oil Tempered Steel Springs** manufactured in the Dominion. 70 springs in double Mattress, **tested 60 lbs. each.** In case of any Mattress failing with ordinary usage, the part failing will be renewed without expense to the owner. Bedwoods steam dried and will not warp. Swing in the centre; keeps the person straight; yielding to the form. Try one, if you want a durable, comfortable, and cleanly Mattress. Most extensively introduced into Public Institutions of any Mattress in the Dominion.

MANUFACTURED BY

GEO. GALE & SONS,
WATERVILLE, P. Q.

And for sale at all prominent Bedding and Furniture Stores.

52 CIRCULARS FREE. 63

retail shops of various kinds. There is an occasional brick building to be seen, but wood predominates—houses, walks and fences being constructed of this combustible material. Portland, like St. John, has had many a scorching, but lumber is convenient and cheap, there being several Mills in the place, and a block of buildings is no sooner destroyed than another is thrown together in its place. Portland has a good Fire Department, entirely distinct from that of St. John, supplied with two first-class steamers, several hand engines, hose carts, etc., and a fire alarm. The *Police Force* is small but efficient, the Station a neat two-storey brick building, is on Main Street, at the corner of Black Spring Road. St. Luke's Church (Episcopal), a large wooden



FISHING ON THE MIRAMICHI.

edifice with a clock tower and spire, is at the head of Bridge Road. *Indian-town*, at the western terminus of Main Street, is the point of arrival and departure of Steamers and sailing vessels navigating the St. John and its branches, and a lively thriving section of the City of Portland. The furnishing of groceries, etc., to the numerous hands employed in the saw mills on both sides of the river is the principal business of its merchants. The views of the harbor and City of St. John which may be obtained along the route of the Bridge Road, from its junction with Main Street, opposite St. Luke's Church, to the Suspension Bridge, amply repays one for the trouble of a walk or drive thither. *The Falls of the St. John*, spanned by a handsome wire suspension bridge, is a sight unequalled elsewhere in America.

visible on each side of the river both above and below the bridge. *The Mahogany* Road*, which runs from the bridge through Fairville, and south-westerly to Spruce Lake (see fishing) and points beyond, is a favorite and very pleasant drive, affording some very fine views of the Bay of Fundy and its numerous coves and inlets. This is the old post road to St. George, St. Andrews, etc. The Fredericton post road branches off to the north a mile west of Fairville. These roads were the only outlets from St. John to the western and northwestern portions of the Province previous to the building of the railways, and cost the Government immense sums for construction and repairs. Communication was had with the City via Carleton.† The road from the Asylum to the Carleton Ferry affords some magnificent views of the City, and the Bay of Fundy. There are excellent bathing facilities along the Bay Shore, west of Negrotown Point, in Carleton. The Masonic Hall, City Hall, Public School, and the different churches are all objects of greater or less interest. Fish and lumber are the principal articles handled here, — about four-fifths of the male population being employed in the mills and the fisheries.‡

The Lunatic Asylum occupies a height of land near the Western end of the bridge, and is a prominent object in the landscape. It is a handsome brick structure with three wings. The main building is 300 feet long, the end wings 150 feet each, and the centre wing 120 feet, the whole being in the form of the letter E. It was built in 1848 by the Provincial Government, and will accommodate about 300 patients.

Lily Lake, about a mile-and-a-half from King Square, and in the rear of Mount Pleasant, is a beautiful circular sheet of water, surrounded by high, rocky banks, and a favorite resort, summer and winter, for the citizens of St. John and Portland. There are several boats on the lake for hire; and plenty of large trout in the lake, but the difficulty is to get them out. The first skate of the season is usually had on the lake, and early in the winter it presents an animated scene. The water is very pure, and the lake was the source of the city's water supply for several years. The ice cut from the lake is the best in the market. The lake is reached from the King Square via Charlotte and Coburg Streets, Jeffries Hill, crossing the bridge over the Intercolonial, at the eastern end of the old station, and turning to the right at Zion's Church (the second right hand road after crossing the bridge), thence up and along Mount Pleasant—where magnificent views of the city, harbor, and surrounding country may be obtained, and where some very handsome villas may be seen.

Howe's Lake and the Highland Park may be reached via the left hand or centre road from Zion's Church, turning to the right at the top of the hill and following the windings of the road for three miles. Howe's Lake is on the left of the road and the Park on the right of the road. The Park, when completed as projected, will be one of the most delightful spots in Canada; forest covered hills, bare rocky knolls, picturesque ponds, and broad, smooth drives and walks are some of the attractions. "The Fire" is responsible for the unfinished state of this Park. Some delightful views may be had en route hither, and also along the road beyond to the Kennebecasis River, about two miles farther—straight road.

* Mahogany, from the Indian word Manawagonish.

† Row boats and scows were employed on the ferry between the East and West sides of the harbor until 1841. A steamer was put on the route in that year.

‡ The fisheries of St. John harbor are very valuable, yielding an annual rental of over \$6,000; over 70 per cent. of which is derived from the West side.

The Marsh Road is a favorite drive for the citizens generally, and the owners of fast horses particularly. It is broad, firm and level, and well adapted for racing.

The Rural Cemetery, about a mile from the Marsh Bridge, is an enchanting spot; nature and art have united to render the place of great beauty. New views are opened to the eye at each turn of the winding drives and walks. Handsome and expensive monuments and vaults are scattered about among the high rocky knolls, and flowers in great profusion are placed about the walks and on the graves. There are about twelve acres within the enclosure, and many hours may be spent in wandering about in it, always seeing something new and beautiful, and then not see the half of it. It is open to the public daily, except Sundays, when only the owners of lots and their families are admitted.

Moosepath Driving Park, a circular half mile course, and the only trotting park about St. John, is one-and-a-half miles beyond the Cemetery. Three miles farther on the Kennebecasis appears in sight, and many beautiful views of it may be had before reaching Rothesay, nine miles from town.

The Loch Lomond Road affords some fine views of New Brunswick scenery. Starting from the Marsh Bridge and following the first right-hand road out about two miles, the Roman Catholic Cemetery is seen on the right, and a mile farther on is the beautiful cascade of *Silver Falls* on Little River (see view), and seven miles out is the famous Loch Lomond, described elsewhere in this book.

The Shore Road to Mispeck turns to the right off the Loch Lomond Road, a half mile from the Marsh Bridge. A quarter of a mile out the pretty little village of Crouchville is passed through; half-a-mile further the *Alms House*, a large four storey brick building with two ells, is seen on the right, and directly opposite are the buildings formerly used as a Penitentiary. Some very fine Marine views may be had along this road, the views of the city are especially so.

Mispeck Point, nine miles out, is a picturesque spot. Immense piles of huge conglomerate rocks tower above the roadway; while far down on the right the waves dash against the unyielding rocks only to fall back in long lines of fleecy foam. *Mispeck* village, a small hamlet a mile beyond the point, presents peculiar attractions for Artists. (See Mispeck.)

The Municipality. St. John is divided into nine wards, six on the East and three on the West side of the Harbor, and governed by a Mayor, elected by the city biennially, and an alderman and a councillor from each ward, elected annually by their respective wards. There were seventeen mayors appointed by the Government from 1785 till 1850. The Council elected the three who served from 1851 to 1854; and the ten who have filled the office since 1854 were elected by the citizens. The other officers are the Recorder, the Common Clerk, Deputy Common Clerk, Chamberlain, Engineer, Superintendent Water and Sewerage, Superintendent of Ferries, Superintendent of Streets, Assessors, Harbor Master, Harbor Inspector, Commissioners of Water and Sewerage, Chief Engineer Fire Department, Police Magistrate, Police Clerk, High Constable, etc.

Water Supply and Sewerage. Previous to 1838 water obtained from wells in different parts of the town was sold about the streets at a penny a pailful. In 1838 Lily Lake became the source of supply; the water being carried through a wooden trough from the outlet of the Lake to a pumping station, whence it was forced through pipes to a reservoir on Leinster Street, in the rear of the Centenary Church. Pipes were laid from the reservoir to different parts of

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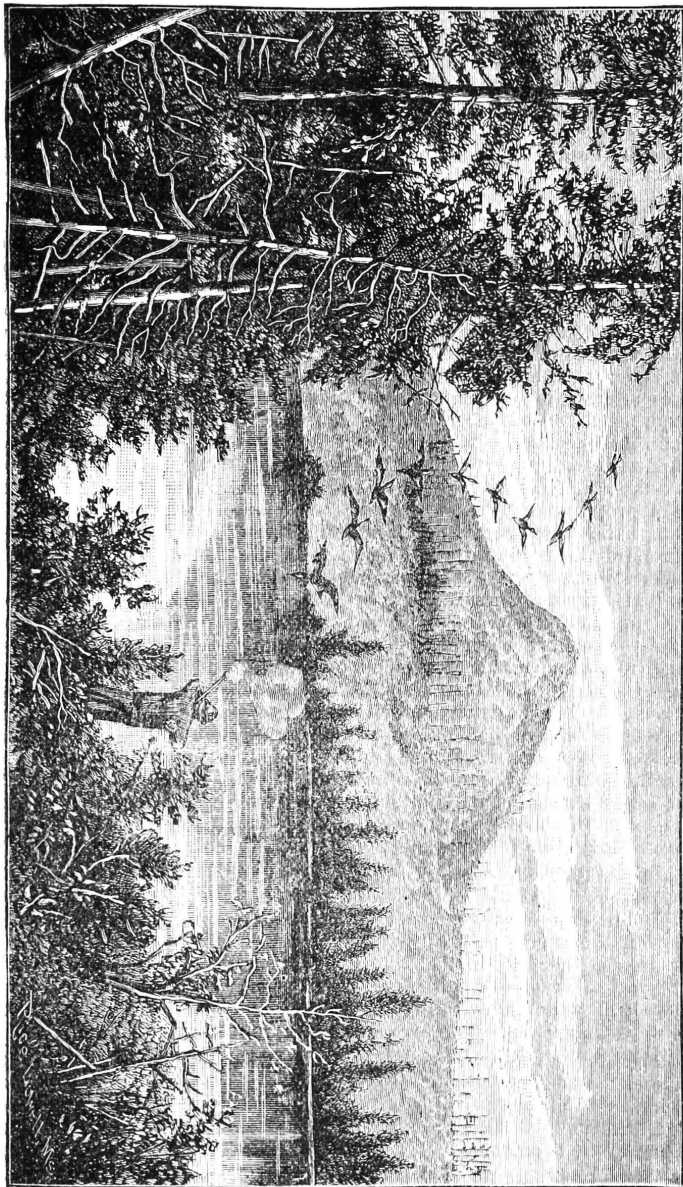
the city. The supply proving inadequate and intermittent, Lily Lake was abandoned, and a full and copious supply obtained from Little River, at a point five miles from the Court House. The first water supplied from Lily Lake was in October, 1838, the first from Little River on Sept. 10, 1851. The works were built by a company, but were transferred to the present Board of Commissioners in August, 1855. Nov. 10, 1857, the water was supplied to Portland. The water is brought to the city through one 12-inch and two 24-inch cast-iron pipes. The combined length of the mains is 69,325 feet, and their total capacity 350,000 gallons per hour, or 10,000,000 gallons daily. The water is distributed through 279,498 feet of pipe of various sizes. There are 49 free hydrants for the use of the poor, 276 fire plugs, 3,733 service pipes for house supply. Total length of pipes of all kinds, 66 miles. Total cost to Dec. 31st, 1881, \$998,000. Factories, mills and workshops supplied with water in the city, 304. Portland, 85; total, 389.* There are few cities more favorably circumstanced than St. John in the item of water supply. In amplitude, in elevation, in proximity, in freedom from engineering difficulties, in purity, in flavor, in color, and softness, the waters at its command are almost unrivalled.

Sewerage. The elevated character of the site of Saint John ensures perfect drainage. The rocky formation entails heavy expense in the cutting of drains and sewers, however. Almost every street has a sewer throughout its entire length, with branch drains from each house. The sewerage system is being constantly extended, and a stranger arriving in Saint John at certain times would imagine he had struck a western mining town.

Fire Department and Fires. There is not, probably, another city in America which has been visited so frequently by extensive conflagrations as Saint

* Carleton is supplied with water from Spruce Lake, seven miles out on Mahogany Road.

SQUA-TOOK PEAK.



John has been. The first year after it was founded the whole peninsula, and the country north to the Kennebecasis, was burned over; many of the newly arrived settlers lost everything they possessed, and if their needs had not been supplied by the British Government the whole of the colonists must have perished. In 1823 a fire involving the destruction of over 40 houses and stores, and the loss of £40,000 sterling, broke out on Disbrow's Wharf, and swept both sides of Prince William Street. In the following year as many more stores, etc., were burned; January 14th, 1837, 115 houses, and nearly the whole business portion of the city, were consumed—loss \$1,000,000. August 17th, 1839, 125 stores and dwellings, with their contents, were destroyed; 3,000 people were rendered homeless, and \$1,200,000 worth of property destroyed. March 24th, 1841, there was another large fire in Saint John, and on August 6th of the same year, 60 houses and a 900 ton ship were destroyed. November 5th, 1841, 35 stores and dwellings, and the new brick Market House, were burned; July 29th, 1845, 40 dwellings and stores were burned; February 28th, 1849, 40 houses, stores, etc., were burned, on King Street, and a month later 100 houses were destroyed at York Point. All of the fires referred to above were in the business portion of the city, and were confined, for the most part, to the section South of Union Street and West of Germain Street. Prince William Street, Water Street, and the wharves, were the oftenest burned over. Several large fires have occurred in various parts of St. John and Portland since 1849, involving the loss of millions of dollars worth of property, but the crowning calamity came on the 20th June, 1877: The sun, which rose bright and clear over a happy and prosperous city, sank to rest amid the roar and whirl of a sea of fire. Midnight found the fell destroyer still at work. Morning dawned again, clear and bright, and the sun smiled down upon a ruined city. Yester-morn he vainly strove to reach beyond the sheltering walls of brick and stone, and closely veiled windows; to-day the shivering wretches by sea and shore gladly welcomed his warm embrace, while the broken fragments of their household gods lay unheeded on the ground. Strong men wept as they beheld the scene of desolation. The house of God and the den of infamy, the mansion of the rich and the habitation of the poor had passed away, leaving naught but dust and ashes and smouldering ruins. Pauper and priest, merchant prince and horny handed mechanic stood to-day on an equal footing—homeless, destitute, beggared; dependent on charity for shelter, for clothing, for food. And charity—charity which makes the whole world kin—stepped in with full heart, and full hands, and relieved the wants of the suffering multitude.

Two hundred acres were swept over; over 1600 houses were burned; 13,000 people rendered homeless; 2700 families turned into the streets; \$30,000,000 worth of property destroyed; and all in about eleven hours—or from half past two in the afternoon, till two next morning.

The firemen of St. John had had many a conflict with the "fire fiend" before this, but all that had gone before was but as child's play compared with the terrible ordeal which they passed through on this memorable day. All their efforts were unavailing. The fire went where it listed, and burned itself out.

The Fire Department consists of Chief Engineer, 3 District Engineers and 41 Callmen; 3 Enginemen, 3 Assistant Enginemen and 5 Drivers. District Engineers and Callmen perform duty when alarms occur. There are 3 Engine Houses, 4 Steamers, 6 Hose Carts, 1 Hook and Ladder Carriage, and 11 horses belonging to the department.

The Salvage Corps—an important addition to the department—was organized in 1882, and has been of great assistance in the saving of goods,

preventing theft, etc. It consists of 40 members, and is supplied with all necessary tools, etc.

The Fire Alarm Telegraph was introduced in 1867. There are 38 Fire Alarm boxes, and between 10 and 12 miles of wire connected with this branch of the service. The total annual cost of the fire department is between \$17,000 and \$20,000.

The Police Force attains its majority this year, having been organized in 1862. It consists of a Chief, 6 Sergeants, 16 Patrolmen, and 1 Detective on the East side; and one Police Constable in Carleton—one policeman to each 1,200 inhabitants. The Police Court is presided over by a Police Magistrate and Clerk. Total cost of service, 1882, \$30,000.

Schools. The Public Schools are conducted under the control of the Province, and supply a uniform course of study for all pupils between the ages of 5 and 20. The best parts of the best systems of education in vogue in the Old and New World are incorporated into that of New Brunswick. Monies are granted by the Government of the Province, and every municipality contributes a certain amount yearly from the general assessment for the support of the Public Schools, which are free to all; rich or poor, black or white,—all have equal advantages.

A Board of Trustees, consisting of six members, (two appointed by the Government, and four by the City) with a Secretary and Superintendent, have charge of the schools of St. John.

The following statistics have been compiled from the Report of the Secretary and Superintendent, John March, Esq., and show the state of the schools during the last school year:—

School Buildings owned by Trustees, 2; rented, 16. Cost of buildings owned, furniture and apparatus, \$194,083.41; rentals of buildings, \$3,880.00. Number of Departments taught: Grammar and High, 5; Advanced, 23; Advanced and Primary, 8; Primary, 45—Total, 81. Number of pupils in attendance, 4171; average attendance per day of school year of 235 days, 2722. Cost of schools per year, from \$43,000 to \$50,000; Teachers' salaries, about \$27,000; cost of Grammar School per year, \$3,000.

From Chief Superintendent's Report for 1882, the following particulars have been collected:—Number of Schools in Province, 1,508; number of Teachers, 1,520; cost to the Province, \$131,764.53; number of Pupils, 64,267; average attendance, 33,547; number in attendance in proportion to population, 1 in 6'38.

Newspapers. The first number of *The Royal Gazette and New Brunswick Advertiser*, the pioneer journal of the Province, was issued October 11th, 1785. It was published weekly at St. John, by Christopher Sower, King's Printer. *The New Brunswick Courier*, weekly, was established April, 1811, by Henry Chubb, the seventeenth Mayor of the city, and the last one appointed by the Government. The first penny paper published in the British Empire, *The St. John News*, was issued at St. John in 1838, by George E. Fenety. It started originally as a tri-weekly morning paper, with a weekly issue; was changed subsequently to a morning daily, and lately to an evening daily paper. It is the oldest newspaper published in St. John. The *Sun* and *Telegraph* are morning, and the *Globe* and *News* are evening papers; each issued daily, except Sunday, and each having a weekly issue. There are three weeklies, in addition to the above, published in St. John: *The Freeman* is the organ of the Roman Catholic, and the *Christian Visitor* and the *Intelligencer* of the Baptist churches.

Public Libraries. The Y. M. C. A., Mechanics' Institute, and Church of England Institute each have a library open to their respective members, in

addition to which St. John and Portland have each a fine library open to the public under certain restrictions.

The *Board of Trade Rooms*, on Prince William Street, are well supplied with newspapers, industrial journals, etc.; commercial telegrams from all parts of the world received daily. *Commercial News Room*, corner of Prince William and Princess streets, 3rd floor, entrance from Princess Street, is a favorite resort of those who wish to keep posted. Strangers will always receive a hearty welcome from its genial proprietor, Col. DeBlois.

Banks, Etc. The oldest financial institution in the Province is the *Bank of New Brunswick*. Established on the 20th March, 1820, it has grown with the city, and it is to-day one of the strongest, as well as one of the most conservative banking houses in the Dominion; its shares, when they are to be had,—which is seldom—are away up. Capital \$1,000,000. The *Maritime Bank* is another Saint John institution, with a paid up capital of \$697,000. It was established May 10th, 1873. In addition to these home institutions the Bank of British North America, capital £1,000,000 sterling, the Bank of Montreal, capital \$12,000,000, the Bank of Nova Scotia, capital \$1,000,000, and the Halifax Banking Company, capital \$500,000, have branch establishments here. There are two private banking houses also, with a capital of about \$100,000, and a Savings' Bank, doing a large business. The latter, a handsome cut freestone structure (see view), is on the corner of Princess and Canterbury streets. It is a Government institution (Dominion), and therefore perfectly secure.

Valuation of the City. The taxable real estate is estimated at \$9,020,300; that exempt from taxation, consisting of church, school and charitable society property, at \$1,457,800. The Assessors' valuation is fully fifty per cent. below the actual value of the properties appraised, however, and does not include the property of the Dominion Government, or of the members of the Civil Service, or the real estate and other properties of the city itself, the total values of which are about \$4,500,000. As with the real estate, so also with the personal property. The Assessors estimate this at \$8,886,200. The stocks of dry goods alone are worth over \$2,000,000. The total value of the real and personal property *in the city* may be safely estimated at \$40,000,000, and that outside the city limits, owned by the citizens, at ten millions more. Gold, silver, copper, iron and coal mines, pulp mills, saw mills, timber limits, etc., are the classes of outside properties favored by St. John capitalists.

The total debt of the city on the 31st December, 1882, amounted to \$1,242,303. Cash assets, same date, \$185,126; other assets \$1,665,799; surplus over liabilities, \$608,622. (Not a very bad showing for a city which was almost completely wiped out of existence five years and a half previously). Total receipts from all sources, same year, \$722,916.51; expenditure, \$669,606.88; surplus for the year, \$53,309.63. The amounts received for *Licenses* in 1882, were as follows: Auction, 15, \$462; Business, 2, \$40; Coaches, 34, \$136; Omnibusses, 34, \$136; Carts, wagons, slovens, etc., 208, \$421; Drivers, 28, \$56; Exhibitions, shows, etc., 27, \$291; Fresh Meat, 32, \$640; Junk, 8, \$160; Dogs, 611, \$611, (there is a "fine" time about these animals every year); Liquors—wholesale, 19, \$1,090; taverns, 149, \$7,450.

Hack Fares.—For conveying one passenger from any public stand to any part of the city, or from any one part of the city to any other part thereof, 30c. If coach detained, there shall be paid for every time not exceeding half an hour, 50c., and for every additional half hour after the first, 50c. In case any driver shall be required to cross the ferry to Carleton, he shall, in addition to the foregoing fares, be entitled to demand and receive the ferriage for himself, his carriage and horses, both going and returning, 15c.

Telegraphs. The first telegraph line running from St. John was built by the New Brunswick Telegraph Company in 1848, the office being opened in January, 1849. The business was very small for several years, one man being able to attend to it all. The Western Union operate all lines centering here at the present time, and employ fifteen operators.

Express Companies. The well-known American and the Intercolonial express companies handle all the express matter of the city.

Consuls. For the United States, D. B. Warner, E. W. Gale, Deputy and Vice-Consul; Germany, Robert Thomson, jr.; Norway and Sweden, William Thomson; Argentine Republic, D. D. Robertson; France, Wm. B. Carvill, Consular Agent; Chili and Peru, J. H. Scammell; Spain, Henry Jack, Vice-Consul; Netherlands, J. McG. Grant, Vice-Consul; Portugal, F. O. Allison; Austro-Hungary, J. H. Thomson.

Hotels and Boarding Houses. There are 31 hotels and 50 boarding houses in St. John. Of the proprietors of some of the hotels it may be truly said, "he knows how to run a hotel." There are some of the houses of which the least said the better; but, taken as a whole, the hotels of St. John are better kept, and more complete in their appointments, than those of any other city in the Eastern Provinces, and will compare favorably, in many respects, with those of most cities in the United States. The advertisements of the better houses will be found throughout this book, and will speak for themselves. See the Business Directory and the Hotel Guide for further information.

Manners and Customs. The citizens of St. John are noted for their hospitality, and for their genial, off-hand manner. Every man is as good as his neighbor, and a little better, as long as he behaves himself. There is very little class distinction; servile submission to superiors is almost unknown, and the people have a free, independent style about them which is pleasant to see. Travel, the best educator, has done much for St. John and its citizens. The city has been a favorite resort for many years for our neighbors across the border, and close business relationship with the United States—the result as much from inclination as location—has been the rule ever since the city was founded. Beside which, hundreds of our citizens have spent the greater part of their lives voyaging from one port to another, gaining new ideas in every land, and bringing them home to grow and ripen. That it is a quiet, orderly community, the statements regarding the police force, show most conclusively. If it were otherwise, the small force of police would be powerless among a resident population of 27,000,* and a floating population of from 8,000 to 23,000.

The population of Portland was, in 1851, 8,429; in 1871, 12,520; in 1881, 15,226. The decrease in the population of St. John, and the increase in that of Portland since 1871, is due to a great extent to the "big fire." People could not obtain houses in St. John, and had to leave it.

*Population of St. John—1840, 19,281; 1851, 27,745; 1861, 27,317; 1871, 28,805; 1881, 26,127.

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Climate. The following tables, kindly furnished by Gilbert Murdoch, Esq., Superintendent of the Water and Sewerage Department, shows exactly what the climate of St. John is like:

TABLE I.

ABSOLUTELY HIGHEST TEMPERATURE IN EACH MONTH DURING THE LAST TEN YEARS.

| YEAR. | Jan. | Feb. | Mar. | Apr. | May. | Jun. | July. | Aug. | Sep. | Oct. | Nov. | Dec. |
|-------|------|------|------|------|------|------|-------|------|------|------|------|------|
| 1874 | 53° | 43° | 46° | 51° | 71° | 75° | 78° | 76° | 80° | 64° | 56° | 47° |
| 1875 | 35 | 42 | 47 | 59 | 71 | 76 | 81 | 84 | 77 | 58 | 47 | 43 |
| 1876 | 48 | 44 | 43 | 53 | 64 | 77 | 83 | 76 | 70 | 60 | 58 | 44 |
| 1877 | 40 | 37 | 50 | 68 | 71 | 76 | 72 | 73 | 70 | 63 | 55 | 50 |
| 1878 | 40 | 40 | 47 | 63 | 67 | 72 | 78 | 76 | 74 | 65 | 50 | 51 |
| 1879 | 36 | 45 | 49 | 56 | 62 | 70 | 80 | 75 | 68 | 70 | 57 | 48 |
| 1880 | 44 | 43 | 44 | 54 | 65 | 79 | 78 | 82 | 70 | 59 | 58 | 42 |
| 1881 | 42 | 42 | 46 | 60 | 70 | 70 | 72 | 80 | 80 | 63 | 59 | 49 |
| 1882 | 41 | 41 | 45 | 49 | 60 | 79 | 74 | 82 | 74 | 63 | 62 | 48 |
| 1883 | 40 | 40 | 44 | 49 | 69 | 76 | 75 | 77 | ... | .. | ... | ... |

TABLE II.

ABSOLUTELY LOWEST TEMPERATURE IN EACH MONTH DURING THE LAST TEN YEARS.

| YEAR. | Jan. | Feb. | Mar. | Apr. | May. | June. | July. | Aug. | Sep. | Oct. | Nov. | Dec. |
|-------|------|------|------|------|-------|-------|-------|------|------|------|------|------|
| 1874 | -20° | -15° | - 3° | + 1° | + 29° | 38° | 48° | 47° | 41° | 30° | + 6° | -12° |
| 1875 | -10 | -11 | - 2 | 18 | 30 | 40 | 49 | 50 | 32 | 28 | - 9 | -17 |
| 1876 | - 6 | -19 | 0 | 20 | 30 | 41 | 50 | 46 | 39 | 28 | +15 | -15 |
| 1877 | -13 | + 6 | + 5 | 22 | 33 | 45 | 50 | 54 | 44 | 26 | 20 | + 4 |
| 1878 | -15 | + 1 | +10 | 28 | 36 | 44 | 48 | 45 | 41 | 27 | 16 | 4 |
| 1879 | -10 | - 1 | 0 | 17 | 36 | 37 | 45 | 49 | 42 | 25 | 8 | -17 |
| 1880 | + 1 | - 7 | - 3 | 17 | 32 | 40 | 50 | 45 | 37 | 26 | 3 | 0 |
| 1881 | - 4 | - 5 | +15 | 13 | 31 | 38 | 49 | 51 | 42 | 24 | 2 | - 1 |
| 1882 | -11 | - 6 | + 8 | 6 | 28 | 41 | 44 | 44 | 37 | 31 | 18 | + 5 |
| 1883 | -11 | -10 | -10 | 15 | 32 | 45 | 45 | 45 | ... | ... | ... | ... |

TABLE III.

MEAN MONTHLY TEMPERATURE OF EACH MONTH DURING THE LAST TEN YEARS.

| YEAR. | Jan. | Feb. | Mar. | Apr. | May. | June. | July. | Aug. | Sep. | Oct. | Nov. | Dec. | Mean for Year. |
|-------|------|------|------|------|------|-------|-------|------|-------|-------|-------|-------|----------------|
| 1874 | 23.7 | 19.1 | 29.1 | 32.2 | 46.1 | 53.2 | 59.1 | 59.2 | 57.0 | 47.4 | 35.4 | 21.6 | 40.26 |
| 1875 | 11.4 | 16.5 | 24.6 | 35.5 | 46.1 | 53.3 | 60.3 | 61.3 | 53.5 | 44.6 | 29.3 | 21.3 | 38.14 |
| 1876 | 18.8 | 20.0 | 26.8 | 36.3 | 44.0 | 55.1 | 61.1 | 59.3 | 53.8 | 44.5 | 36.7 | 18.3 | 39.56 |
| 1877 | 14.1 | 26.0 | 28.3 | 40.2 | 46.1 | 57.5 | 60.3 | 61.9 | 56.3 | 43.4 | 36.9 | 25.7 | 41.39 |
| 1878 | 19.0 | 23.1 | 30.5 | 40.2 | 49.7 | 54.6 | 60.0 | 60.8 | 56.4 | 48.9 | 35.9 | 24.9 | 42.00 |
| 1879 | 17.3 | 20.5 | 28.3 | 35.7 | 46.3 | 52.5 | 58.7 | 58.4 | 54.1 | 47.2 | 33.0 | 20.3 | 39.36 |
| 1880 | 25.0 | 22.1 | 23.0 | 35.8 | 47.0 | 56.8 | 60.3 | 58.8 | 56.0 | 46.8 | 31.4 | 22.4 | 40.45 |
| 1881 | 16.1 | 22.4 | 32.6 | 36.2 | 47.4 | 52.3 | 58.3 | 59.8 | 56.8 | 44.1 | 35.5 | 30.1 | 38.47 |
| 1882 | 12.1 | 21.1 | 27.3 | 32.6 | 43.8 | 55.3 | 58.7 | 58.7 | 55.1 | 47.7 | 33.9 | 22.7 | 39.08 |
| 1883 | 13.4 | 17.7 | 23.1 | 35.5 | 46.4 | 57.3 | 59.0 | 59.8 | ..... | ..... | ..... | ..... | ..... |

TABLE IV.

NUMBER OF DAYS AND NIGHTS IN EACH MONTH WHEN RAIN OR SNOW FELL.

| YEAR. | Jan. | | Feb. | | Mar. | | Apr. | | May. | | June. | | July. | | Aug. | | Sep. | | Oct. | | Nov. | | Dec. | |
|-------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|
| | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. |
| 1874 | 9 | 10 | 8 | 7 | 7 | 8 | 11 | 6 | 5 | 9 | 6 | 13 | 5 | 8 | 6 | 6 | 4 | 7 | 3 | 7 | 4 | 8 | 7 | 9 |
| 1875 | 8 | 11 | 6 | 9 | 5 | 10 | 5 | 7 | 8 | 7 | 8 | 7 | 7 | 6 | 4 | 10 | 7 | 6 | 9 | 7 | 10 | 12 | 5 | 5 |
| 1876 | 13 | 8 | 7 | 8 | 8 | 9 | 8 | 10 | 10 | 11 | 7 | 13 | 7 | 6 | 3 | 2 | 7 | 3 | 9 | 5 | 12 | 8 | 8 | 7 |
| 1877 | 9 | 9 | 5 | 7 | 14 | 13 | 5 | 9 | 4 | 7 | 3 | 9 | 5 | 10 | 9 | 9 | 5 | 9 | 12 | 8 | 8 | 9 | 9 | 4 |
| 1878 | 9 | 10 | 6 | 9 | 10 | 11 | 13 | 13 | 12 | 13 | 4 | 8 | 6 | 6 | 6 | 6 | 5 | 8 | 9 | 9 | 8 | 16 | 8 | 7 |
| 1879 | 9 | 9 | 10 | 10 | 7 | 10 | 10 | 7 | 6 | 9 | 10 | 11 | 6 | 7 | 5 | 8 | 6 | 7 | 7 | 5 | 6 | 12 | 10 | 9 |
| 1880 | 12 | 12 | 9 | 9 | 13 | 10 | 10 | 8 | 7 | 8 | 3 | 6 | 9 | 10 | 5 | 6 | 8 | 11 | 5 | 8 | 8 | 7 | 10 | 7 |
| 1881 | 5 | 8 | 6 | 7 | 7 | 9 | 5 | 7 | 9 | 8 | 6 | 7 | 8 | 9 | 9 | 9 | 7 | 5 | 7 | 8 | 8 | 10 | 9 | 10 |
| 1882 | 12 | 12 | 9 | 13 | 14 | 12 | 10 | 9 | 7 | 6 | 10 | 8 | 12 | 6 | 3 | 4 | 9 | 9 | 5 | 10 | 5 | 7 | 8 | 10 |
| 1883 | 8 | 10 | 6 | 6 | 9 | 11 | 9 | 7 | 12 | 12 | 8 | 10 | 4 | 10 | 3 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE V.

RAIN FALL IN INCHES FOR EACH MONTH—SNOW WATER INCLUDED.

| YEAR. | Jan. | Feb. | Mar. | Apr. | May. | June. | July. | Aug. | Sep. | Oct. | Nov. | Dec. |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 1874 | 4.222 | 6.620 | 3.770 | 4.940 | 2.770 | 6.170 | 2.820 | 4.065 | 2.255 | 0.880 | 5.190 | 4.015 |
| 1875 | 4.305 | 6.225 | 3.555 | 2.205 | 3.725 | 4.850 | 4.485 | 3.325 | 3.432 | 8.260 | 5.840 | 1.905 |
| 1876 | 3.690 | 7.460 | 5.860 | 1.720 | 3.360 | 4.005 | 2.510 | 1.330 | 3.300 | 4.980 | 6.898 | 4.645 |
| 1877 | 2.865 | 2.480 | 9.840 | 3.015 | 2.745 | 0.690 | 3.805 | 3.520 | 1.650 | 2.710 | 6.530 | 2.780 |
| 1878 | 3.940 | 2.209 | 7.100 | 3.435 | 2.530 | 1.500 | 3.593 | 4.215 | 4.385 | 2.440 | 5.200 | 4.180 |
| 1879 | 3.355 | 5.170 | 4.033 | 2.805 | 3.330 | 4.090 | 4.305 | 5.225 | 3.605 | 4.215 | 5.020 | 5.030 |
| 1880 | 4.162 | 4.450 | 3.045 | 3.125 | 3.523 | 1.830 | 5.665 | 2.325 | 2.840 | 5.155 | 6.155 | 2.627 |
| 1881 | 3.730 | 3.730 | 5.712 | 2.270 | 6.730 | 3.760 | 4.610 | 4.225 | 3.480 | 4.005 | 3.440 | 5.625 |
| 1882 | 4.620 | 7.240 | 6.265 | 4.345 | 3.145 | 6.655 | 5.724 | 1.890 | 3.388 | 3.555 | 1.915 | 2.435 |
| 1883 | 4.150 | 2.810 | 6.172 | 2.135 | 5.515 | 4.705 | 5.310 | 0.830 | ..... | ..... | ..... | ..... |

SOCIETIES, ASSOCIATIONS, ETC.

| SOCIETIES, etc. | PRESIDENT. | SECRETARY. |
|-------------------------------------------|-----------------------|-------------------------|
| Barristers' Society,..... | Wm. H. Tuck, vice. | John Black, Treas., |
| Board of Trade,..... | T. W. Daniel, | Peter Clinch, |
| St. John Law Society,..... | Wm. Jack, Q. C., | G. C. Coster, |
| N. B. Historical Society,..... | J. W. Lawrence, | G. H. Lee, |
| St. Andrews Society,..... | A. C. Jardine, | James Straton, |
| St. John County Agricultural Society,... | S. S. Hall, | James Barbour, |
| St. John Poultry & Pet Stock Association, | Col. A. Blaine, | H. W. Wilson, |
| Natural History Society,..... | LeB. Botsford, M. D., | G. E. Fairweather, Rec. |
| Fish & Game Protection Society,..... | J. A. Harding, | G. C. Coster, |
| St. John Typographical Union,..... | Wm. Essington, | H. E. Codner, |
| Art Club,..... | J. C. Miles, | A. R. Melrose, |
| St. John Cricket Club,..... | Simeon Jones, | J. T. Hartt, |
| St. Andrews Curling Club,..... | Simeon Jones, | Jas. Straton, |
| Thistle Club,..... | Jas. Shaw, | R. C. J. Dunn, |
| Young Men's Literary Society, Portland, | J. H. McHugh, | Thomas Connors, |
| Young Men's Literary So. of St. Joseph, | T. P. O'Regan, | D. J. Gleeson, |

SOCIETIES, etc.
 St. Vincent de Paul Society,.....
 St. John Church Missionary Society,.....
 Diocesan Church Society of N. B.,.....
Home Mission Board,.....
 Church of England Institute,.....
 Church of England Ladies' Association,
 Carleton Branch Bible Society,.....
 Evangelical Alliance,.....
 St. John Y. M. C. A.,
 Baptist Home Missions,
 Baptist Foreign Missions,
 Baptist Women's Missionary Aid Soc'y.,
 General Public Hospital,
 Marine Hospital,
 Provincial Lunatic Asylum,.....
 Protestant Orphan Asylum,.....
 Protestant Ladies' Committee,.....
 Wiggins Male Orphan Asylum,
 Home for Aged Females,
 Mechanics' Institute,
 Moosepath Driving Park Association,....
 N. B. Odd Fellows Hall Co.,
 N. B. Masonic Hall Co.,
 Council of Physicians and Surg's, N. B.,
 St. John Medical Society,.....
 N. B. Medical society,
 Irish Friendly Society,.....

PRESIDENT.
 John Nugent,
 LeB. Botsford,
 Bishop of Fredericton,
 Rev. Canon Briggs:ocke,
 do.
 D. W. Clark,
 Jos. Prichard,
 J. E. Irvine,
 Mrs. J. E. Hopper,
 Wm. Bayard, M. D.,
 S. D. Berton, Chair.,
 Mrs. W. W. Turnbull,
 T. W. Daniel,
 T. W. Daniel,
 D. P. Chisholm,
 D. C. Clinch,
 James Christie, M. D.,
 B. R. Stevenson,
 Wm. Bayard, M. D.,
 W. F. Coleman, M. D.,
 S. Z. Earle,
 M. F. Ritchie,

SECRETARY.
 E. Friel,
 T. W. Daniel,
 G. A. Schofield,
 M. B. Dixon,
 Miss Snyder,
 A. C. A. Salter,
 Rev. Dr. Macrae,
 Joshua Clawson,
 W. A. C. Randall, M. D.,
 John March,
 Mrs. John March,
 T. F. Raymond,
 Charles Ward,
 R. W. Crookshank,
 Rev. Wm. Armstrong,
 Mrs. G. W. Whitney,
 James U. Thomas,
 I. Allen Jack,
 J. Fitzpatrick,
 Alex. Duff,
 W. W. Allen,
 J. W. Daniel, M. D.,
 G. M. Duncan, Bathurst,
 D. J. O'Neil,

SECRET SOCIETIES.

MASONIC.

The Grand Lodge of New Brunswick meets annually at the Masonic Temple in St. John, on the fourth Tuesday in April. The following lodges meet monthly in Masonic Temple, St. John, unless otherwise stated:

Albion, No. 1, 1st Friday.
Hibernia, No. 3, 2nd Tuesday.
New Brunswick, No. 22, 2nd Thursday.
New Brunswick Royal Arch Chapp., No. 10,—Registry of Canada, 1st Thursday.
Prov. Grand Lodge of the Royal Order of Scotland, 1st Wednesday in February, May, August, and November.
Harington Chap. of Sov. Princes of Rose Croix, H. R. D. M., 189 on the Registry of the Sup. Council for Canada, 4th Friday in March, June, September, and December.
Union DeMolay Encampment and Priory, Registry of the Grand Conclave of England and Wales, and the Colonial dependencies of the British Crown, 4th Thursday each month.
Carleton Union, No. 8, 1st Thursday, in Masonic Hall, Carleton.
Union Royal Arch Chapter, No. 84, 4th Tuesday, in Carleton.

St. John's, No. 2, 1st Tuesday.
Union of Portland, No. 10, 3rd Thurs.
Carleton Royal Arch Chapter, No. 47, Registry of Scotland, 3rd Wednesday.
Encampment of St. John, No. 48, Relig. and Mil. Order of the Temple, Registry of the Chap. Gen. of Scotland, 2nd Wednesday.
New Brunswick Sov. Consistory, P. R. S., on the Registry of the Supreme Council of the 32°, 4th Friday in October, January, April and July.
McLeod Moore Conclave, No. 13, of the Imp. Eccles. and Mil. Order of Knights of the Red Cross of Rome and Constantine, 4th Thursday.
St. John Lodge of Perfection, 14°, A. & A. S. Rite, on the Registry of the Supreme Council for Canada, 4th Friday in February, May, August, and November.
Carleton Council of Royal and Select Masters, monthly, in Carleton.

ODD FELLOWS.

The following Lodges meet weekly in Odd Fellows Hall, Union Street, St. John, unless otherwise specified:

Pioneer, No. 9, Friday.
Peerless, No. 19, Wednesday, in Odd Fellows Hall, Portland.
Millicote Encampment, No. 11, 4th Thursday, each month.

Beacon, No. 12, Tuesday.
Siloam, No. 29, Monday.
Golden Rule, Thursday, in Carleton.

ORANGE SOCIETY.

Subordinate Lodges, St. John; nights of meeting:

Verner, No. 1, 1st and 3rd Tuesdays.

York, No. 3, 1st and 3rd Thursdays.

Johnston, No. 24, 1st and 3rd Mondays.

Wellington, No. 21, last Monday, in Portland.

Eldon, No. 2, 2nd and 4th Tuesdays.

True Blue, No. 11, 1st Wednesday, Carleton.

Havelock, No. 27, 2nd Monday.

KNIGHTS OF PYTHIAS.

New Brunswick, No. 1, 1st and 3rd Wednesdays.

Union Lodge, No. 2, 3rd and 4th Wednesdays.

Knights of Pythias Endowment Bank

—Section No. 4, 1st Wednesday in each month.

Lodge Room, Ring's Building, Germain Street, corner of Church Street.

SONS OF TEMPERANCE.

Nights, and places of meeting:

Gurney, No. 5, Market Bld'g, Thursdays.

Albion, " 14, Market Bld'g, Wednesdays.

Mariners & Mechanics, No. 38, Brittain Street.

Portland, No. 7, Orange Hall, Portland.

Firemen, No. 20, Templars' Hall (Police Station), Mondays.

Granite Rock Division, No. 77, Carleton, Mondays.

Harmony, No. 214, Portland, Fridays.

TEMPLARS OF HONOR AND TEMPERANCE.

Victoria, No. 2, Market Bld'g, Tuesdays.

Alexandria, No. 65, Hanum's Building, Indiantown, Thursdays.

Eureka, No. 10, Carleton, Thursdays.

Phoenix, No. 11, Carleton, Tuesdays.

Saint John Temperance Reform Club—Meetings at Hall, corner Germain and Princess Streets, every Monday.

Women's Christian Temperance Union—Mrs. Joseph Hogg, President; Miss Thorne, Secretary.

St. Peter's Total Abstinence Relief Society—Rev. Wm. O'Leary, President; Patrick F. Tighe, Corresponding Secretary.

St. Aloysius Temperance Association (Portland)—A. T. Moore, President; E. J. Doherty, Corresponding Secretary.

St. Patrick's Total Abstinence Society (Carleton)—Timothy Donovan, President; James Donahoe, Recording Secretary.

Catholic Total Abstinence Union of New Brunswick—Hon. R. J. Ritchie, President; P. McGrory, Corresponding Secretary, Portland.

Father Mathew Temperance Association—Thomas Kickham, President; D. J. Jennings, Corresponding Secretary.

St. John Council of the Royal Arcanum, No. 133—John M. Taylor, Regent; C. H. Masters, Secretary.

American Legion of Honor (St. John), Dufferin Council, No. 302—H. J. B. J. Pitts, Secretary.

American Legion of Honor, Carleton—Andrew Davis, Secretary.

TRADE, COMMERCE, AND MANUFACTURES.

The advantages of St. John as a trading post were thoroughly appreciated, and its possession eagerly sought for by the rival claimants for power in Acadia. Its position at the mouth of one of the longest rivers in America, and on one of the finest harbors * in the world, rendered it a prize worth striv-

* The description of the harbor on pages 34 and 35 convey an imperfect idea of its extent. It is 6,000 feet long from its head to the Intercolonial Railway wharf, at the southern end of the city, and 1,270 wide at its narrowest part. Ships or steamers of the largest class can load in 25 feet of water, along the harbor face of the wharf. 10,000 tons of steamers and 30,000 tons of West India craft, or schooners, can load at this wharf at the same time. The whole of Courtenay Bay, or as much of it as might be required, could be made into a vast wet or dry dock, as deemed most desirable. The bottom is a bed of sand, hard enough to drive loaded teams over, and free from rocks. The Intercolonial runs around the east side of the city, along the shore of the Bay, on a wharf or pier 4,500 feet in length, and vessels can load along the whole length of the wharf if desired.

ing for, and the favorite rendezvous of the fishing and trading vessels of the earlier voyagers. Ever since its discovery and survey by Champlain and DeMonts, the harbor has been the resort of the fleets of all nations. St. John is the fourth largest shipowning port in the world to-day, and claims the proud title of the "Liverpool of British America!" That her claim is not unjustifiable can be seen from the following :

LIST OF VESSELS REGISTERED AT ST. JOHN ON 31st DEC., 1882.

| | Ships. | Barks. | B'ktns. | Brigs. | B'gtns. | Sch'rs. | Woodb'ts. | Sloops. | Ketch. | Strs. |
|------------|--------|---------|---------|--------|---------|---------|-----------|---------|--------|-------|
| Vessels... | 64 | 134 | 10 | 2 | 41 | 270 | 83 | 1 | 1 | 48 |
| Tonnage.. | 85,598 | 109,857 | 5,009 | 582 | 11,947 | 21,993 | 5,069 | 12 | 51 | 5,207 |

Total No. of Vessels, 654. Total Tonnage, 245,325.

The possibilities of St. John as a manufacturing and trade centre are unlimited. Her position on a capacious harbor, open all the year round, within easy reach of all countries which can be approached by water, with an immense fleet of vessels available for the cheap transportation of raw material or manufactures, gives her enormous advantages over all competitors. As a port of discharge and distribution of the produce of the West Indies, Saint John stands unrivalled. On the completion of the Megantic road, in about eighteen months, 14 to 15 hours will put travellers into Montreal, only 440 miles distant.

Statement showing the Number, Tonnage, and Crews of Vessels (Foreign and Coast-wise) arriving at St. John in each year from 1878 to 1882, both inclusive.

| COASTERS. | | | | FOREIGN. | | | |
|-----------|--------|----------|--------|----------|------|-----------|--------|
| YEAR. | NO. | TONNAGE. | CREWS. | YEAR. | NO. | TONNAGE. | CREWS. |
| 1878 | 2117 | 217,839 | 9,746 | 1878 | 1206 | 396,330 | 9,867 |
| 1879 | 1946 | 187,559 | 8,253 | 1879 | 1055 | 376,919 | 9,711 |
| 1880 | 1916 | 176,279 | 8,391 | 1880 | 1424 | 462,880 | 12,337 |
| 1881 | 2110 | 185,348 | 9,033 | 1881 | 1444 | 441,546 | 12,548 |
| 1882 | 2004 | 187,858 | 8,682 | 1882 | 1536 | 493,783 | 14,059 |
| Total, | 10,093 | 954,883 | 41,205 | Total, | 6665 | 2,171,558 | 58,522 |

Our *railway communications* are being rapidly extended; three lines of railway, in close connection with the railway systems of the United States and Canada, and passing through the finest portions of the Province, centre here, and afford a means of rapid transit for freight and passengers to and from the seaboard.

St. John is the natural seaport of the Dominion. The distance from Liverpool to Montreal, via the Straits of Belleisle and the St. Lawrence River, is 2800 miles, but this route is available only 7 months in the year, and is attended with many dangers; while the distance via St. John and over the Megantic Railway will be but little over 3,200 miles, over a route open at all seasons of the year and entirely free from the difficulties and dangers incident to the more northern route.

The extent of our business is best shown by the following tables exhibiting the exports and imports of the Province during the last five years :—

WHAT WE SELL.

| PRODUCE OF | 1878 | 1879 | 1880 | 1881 | 1882 | Totals. |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| The Mine..... | \$169,435 | \$157,474 | \$152,168 | \$173,005 | \$146,042 | \$798,024 |
| The Fisheries..... | 800,445 | 681,124 | 631,746 | 786,400 | 753,251 | 3,652,966 |
| The Forests..... | 4,561,030 | 4,031,734 | 4,226,429 | 5,739,296 | 5,440,567 | 23,999,056 |
| Animals & their produce, | 147,764 | 123,174 | 227,864 | 219,206 | 344,358 | 1,062,366 |
| Agricultural Products..... | 39,884 | 191,082 | 99,761 | 173,191 | 256,994 | 760,912 |
| Manufactures..... | 520,912 | 149,894 | 444,370 | 249,713 | 491,412 | 1,856,301 |
| Miscellaneous articles..... | 28,557 | 36,989 | 81,617 | 65,360 | 41,783 | 254,306 |
| Totals..... | \$6,268,927 | \$5,371,471 | \$5,863,955 | \$6,406,374 | \$7,474,407 | \$31,384,233 |

WHERE WE SELL.

Exports for the years 1878-1882:—

| COUNTRY. | 1878 | 1879 | 1880 | 1881 | 1882 | Totals. |
|------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Great Britain..... | \$4,194,660 | \$3,214,881 | \$3,107,147 | \$3,265,571 | \$3,754,308 | \$17,536,567 |
| United States..... | 1,519,157 | 1,631,173 | 2,199,958 | 2,334,138 | 2,798,345 | 10,482,771 |
| Newfoundland..... | 3,060 | 3,487 | 5,335 | 1,769 | 18,678 | 32,329 |
| British West Indies..... | 27,101 | 38,822 | 36,662 | 55,402 | 54,451 | 212,438 |
| Spanish West Indies..... | 108,654 | 157,186 | 75,690 | 67,613 | 70,865 | 480,008 |
| Danish West Indies..... | 1,994 | | | | | 1,994 |
| French West Indies..... | | | 1,800 | 18,370 | | 20,170 |
| Hayti..... | 5,898 | | | | 2,611 | 8,509 |
| British Guiana..... | 11,534 | 10,941 | 2,302 | 3,424 | 10,654 | 38,855 |
| St. Pierre, et Miquelon..... | 2,919 | 1,862 | 6,602 | 15,140 | 2,071 | 28,594 |
| South America..... | 12,762 | | 8,798 | 5,479 | 9,806 | 36,845 |
| Central America..... | | | | 1,223 | | 1,223 |
| France..... | 239,377 | 192,618 | 264,398 | 452,718 | 491,541 | 1,640,662 |
| Argentine Republic..... | | | | | 11,178 | 11,178 |
| Germany..... | 31,670 | 4,870 | 16,885 | 13,678 | 2,900 | 70,003 |
| Spain..... | 20,500 | 39,230 | 43,757 | 45,653 | 98,211 | 247,351 |
| Portugal..... | 903 | 9,788 | | | 3,676 | 14,367 |
| Belgium..... | | | 16,885 | | 2,759 | 19,644 |
| Holland..... | 5,038 | | 18,152 | 12,386 | 12,015 | 47,591 |
| Denmark..... | | | | 8,000 | | 8,000 |
| Norway..... | 16,620 | | 23,482 | 11,057 | | 51,159 |
| Gibraltar..... | | | | 72 | | 72 |
| Italy..... | 12,643 | 16,120 | 32,332 | 34,734 | 38,613 | 134,442 |
| Africa..... | 13,556 | 8,240 | 9,640 | 22,025 | 30,804 | 84,265 |
| Canary Islands..... | 2,059 | 5,367 | 8,786 | 6,592 | 3,372 | 26,176 |
| Australia..... | 37,922 | 36,886 | | 30,330 | 57,649 | 162,787 |
| Totals..... | \$6,268,027 | \$5,371,471 | \$5,863,954 | \$6,406,374 | \$7,474,407 | \$31,384,233 |

WHERE WE BUY.

| COUNTRIES. | 1878 | 1879 | 1880 | 1881 | 1882 | Totals. |
|------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Great Britain..... | \$4,037,321 | \$2,491,878 | \$2,082,130 | \$3,290,779 | \$3,234,413 | \$15,136,521 |
| United States..... | 4,213,776 | 2,596,445 | 1,712,952 | 2,250,660 | 2,778,597 | 13,552,430 |
| France..... | 19,335 | 48,853 | 34,456 | 49,199 | 74,112 | 225,955 |
| Germany..... | 24 | 692 | 505 | 2,624 | 8,928 | 12,773 |
| Holland..... | 37,977 | 27,582 | 13,500 | 28,075 | 42,502 | 149,636 |
| Belgium..... | 1,205 | | | | 1,559 | 2,764 |
| Spain..... | 670 | 128 | 70 | 2,156 | 6,360 | 9,384 |
| Portugal..... | 241 | 928 | 1,534 | | 43 | 2,746 |
| British West Indies..... | 130,190 | 147,541 | 134,187 | 250,498 | 408,920 | 1,071,336 |
| Spanish West Indies..... | 20,941 | 18,245 | 8,408 | 107,194 | 93,025 | 247,813 |
| French West Indies..... | 256 | | 369 | | | 725 |
| Dutch West Indies..... | | | | 374 | | 374 |
| British East Indies..... | | | | 16,754 | 45,821 | 62,575 |
| Dutch East Indies..... | | | | | 18,288 | 18,288 |
| British Guiana..... | 7,043 | 3,541 | 6,459 | 4,587 | 70,952 | 92,582 |
| Newfoundland..... | 4,771 | 2,108 | 1,176 | 1,349 | 670 | 10,074 |
| St. Pierre, et Miquelon..... | 13 | 17 | 777 | 976 | | 1,783 |
| Brazil..... | | | | 11,522 | 43,873 | 55,395 |
| Other Countries..... | | | 175 | 225 | 349 | 749 |
| Totals..... | \$8,473,763 | \$5,337,958 | \$3,996,698 | \$6,016,972 | \$6,778,412 | \$30,603,803 |

The Fisheries of New Brunswick are of great importance and value, and the right to fish within a certain distance of the shores cost our neighbor over the border a good round sum. There is scarcely a country under the sun where New Brunswick cured fish are not eaten. Salmon and New Brunswick are synonymous—they are inseparable! About 1,000 men are engaged in the harbor fisheries of St. John alone. Fifty dollars per man is a common result of a night's fishing.

Lumbering has always been a prominent industry of the Province, requiring a large amount of capital, energy and forethought. The total value of the products of the forests of New Brunswick exported from the different ports

JAS. ROBINSON & CO.

MANUFACTURERS AND WHOLESALE DEALERS IN

Boots, Shoes and Slippers,

RUBBER GOODS, LARRIGANS, ETC.

Nos. 23 and 25 Prince William Street,

CHIPMAN'S HILL,

(Next Bank of British North America),

SAINT JOHN, NEW BRUNSWICK.

during the last five years, is shown in the table of exports on page 64. The value of the lumber required for home consumption is very large,—how large it would be impossible to estimate correctly,—about 90 per cent. of the buildings erected in the Province are built entirely of wood. A fair estimate of the quantities cut on the St. John River* and its tributaries may be had from the following:

Table showing the Exportation of Lumber from the Port of St. John from August, 1879, to August, 1883, both years inclusive.

| Date. | Deals. | Deal Ends. | Scantling, Boards, etc. | TIMBER, | | Palings. M. |
|---------|-------------|------------|----------------------------|----------------|----------------|----------------|
| | | | | Hard, Tons. | Pine, Tons. | |
| 1878 | 182,493,334 | 10,763,901 | 38,364,130 | 12,572 | 3,343 | 3,113 |
| 1879 | 191,243,365 | 9,645,827 | 51,164,620 | 15,512 | 2,300 | 8,898 |
| 1880 | 188,539,679 | 10,499,473 | 37,689,119 | 7,547 | 1,364 | 4,040 |
| 1881 | 223,833,503 | 9,835,822 | 38,430,663 | 6,067 | 1,646 | 2,171 |
| 1882 | 207,309,848 | 7,630,004 | 43,523,279 | 8,152 | 3,297 | 1,952 |
| Totals, | 993,419,729 | 48,375,027 | 209,171,811 | 49,850 | 11,950 | 20,174 |

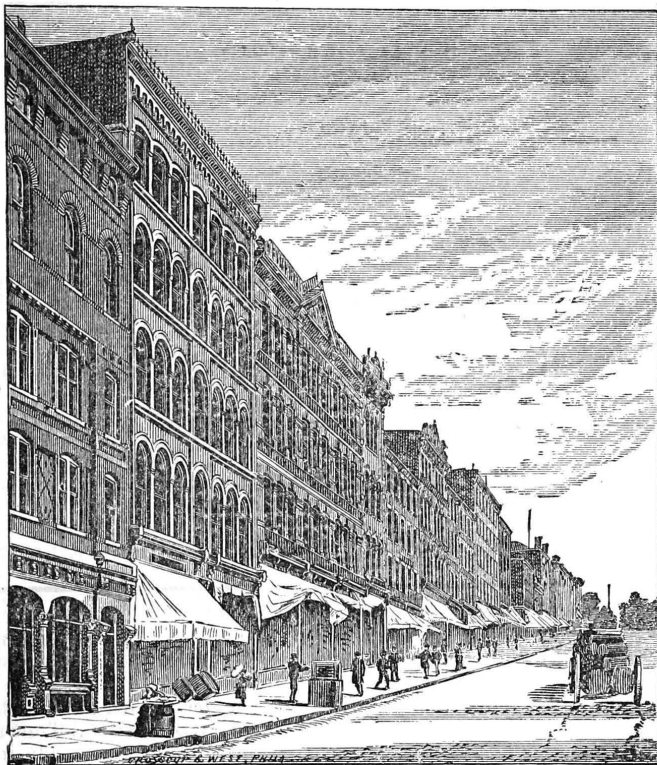
| Date. | Laths, M. | Lath- Wood, Cords. | Shooks, No. | Shingles, M. | Spars, No. | Sleepers, No. | Staves, M. |
|---------|--------------|--------------------------|----------------|-----------------|---------------|------------------|---------------|
| 1878 | 88,159 | 52 | 170,750 | 1,114 | 521 | | 979 |
| 1879 | 98,281 | 487 | 90,275 | 8,271 | 1,906 | 80,171 | 64 |
| 1880 | 96,596 | 31½ | 172,389 | 16,369 | 1,251 | 22,356 | 208 |
| 1881 | 130,539 | 28 | 122,003 | 15,033 | 764 | 99,365 | 149 |
| 1882 | 129,958 | 17 | 71,207 | 14,643 | 578 | 55,593 | 130 |
| Totals, | 313,533 | 615½ | 626,624 | 55,430 | 5,020 | 257,485 | 1,525 |

* There are about 50 saw mills within a radius of 5 miles of St. John, giving employment to at least 6,000 people.

MANUFACTURING.

That Saint John is an important manufacturing centre can be seen at a glance. Mills, foundries, machine shops, and factories of various kinds are scattered all over the city. The following are some of the leading manufactures of St. John and Portland:—

Biscuits. There are two biscuit factories; one of which employed 40 hands in 1882, paid out \$10,000 for wages, and used 7,059 barrels of flour, 130,619 pounds butter and lard, 108,114 pounds sugar, 21,026 pounds currants,



From a Photograph]

NORTH SIDE KING STREET.

[by Notman.

13,055 dozen eggs, 110,000 feet of lumber for boxes, and made 16,157 new boxes. The other firm employs 6 hands and pays out \$3,120 for wages.

Bakeries. There are 17 other bakeries beside the above, employing about 150 hands.

Clothing. There are two wholesale clothing manufactories in the city, employing 300 hands, paying out about \$30,000 yearly for wages, about \$75,000 yearly for raw material, and their combined products amount to about \$200,000.

Shirts. There are 3 shirt factories in the City—one of which employs 40 hands in the manufacturing and laundry departments. They also have a Mantle department, in which 15 hands are employed, and a Millinery department, in which 10 hands are engaged.

Tailors. There are 48 tailoring establishments, some of which are very extensive, employing about 900 hands and paying out over \$27,000 for wages.

Cotton. Two large factories, one a new one started this year, employ 530 hands, pay out \$292,000 for wages, and use up 2,500,098 pounds raw cotton, costing about \$500,000.

Boots and Shoes. Five firms employ 295 hands, pay out \$119,000 for wages, \$273,000 for material, and turn out \$639,000 worth of goods. *Boot and Shoe Makers*; 63 concerns assist the wholesale manufacturers in supplying the pedal wants of the citizens, and employ about 300 hands at a cost of about \$150,000.



Boot Trees and Lasts. One firm employs 5 hands, and pays out \$5,000 for wages and material.

Boot Heel Stiffeners. One firm uses up a ton of scrap leather weekly, employs 20 hands and makes 30,000 pairs stiffeners annually.

Foundries and Machine Shops. The first foundry erected in New Brunswick was erected in Portland in 1831, by Messrs. Harris & Allan. They made the first importation of pig iron, and cast the first "Franklin" made in the Province. There are 12 iron foundries and machine shops, 3 machine shops, 2 iron knee factories, and 6 iron railing and door makers. The size of the establishments and the classes of manufactures turned out varies considerably. One concern turned out last year 271 coal, 160 platform, 119 box, and 6 passenger cars, complete, ready for running; 4,613 chilled car wheels, beside those required for the cars; and a large number of steel tyred wheels, castings of all descriptions, machinery, etc., etc. In addition, they have a rolling mill with a capacity of 3,500 tons annually, where they turn out iron knees for ships, nail plate, bar iron, etc.

Another firm, besides their general foundry and machine business, manufacture steam engines, locomotives, boilers, etc. They made the first complete

engine and boiler constructed in the Province; it was in 1836. Stoves, ranges, castings of all kinds, agricultural implements, etc., are turned out by the various foundries and machine shops. There are about 575 hands employed; wages paid, about \$240,000; raw material costs about \$270,000.

Nails, Spikes and Tacks. Three firms, one making nails and spikes, one making horse shoe nails and one making tacks, employ 133 hands, pay out \$41,960 for wages, \$184,000 for materials, use up 60 tons iron daily, and turn out \$395,000 worth of stock annually.

Axes, Edge Tools, Springs and Axles. There are three firms engaged in these branches of iron manufacture; one of them turns out edge tools alone, the other two employ 39 hands, pay out for wages \$16,000, \$40,000 for material and make \$62,000 worth of goods per annum.

Boiler Makers. Two establishments employ 40 hands, pay out \$13,000 for wages and about \$17,000 for materials.

Bolts, Nuts and Screws. One factory employs 40 hands, pays out \$7,800 for wages.

Saws. There are three saw factories in the city. One has added *file making*, and another has a white lead and paint shop in connection. This is a business which is never thoroughly mastered by one mechanic. Each branch of the manufacture requires years of patient application and study, and only skilled mechanics are employed. The number employed here is 25, wages about \$19,000.

Blacksmiths. There are 35 blacksmith shops, some of which employ as many as 15 hands, the average number being about 5, and the total wages about \$70,000.

Miscellaneous Iron-Workers. Two parties are engaged in the manufacture of anchors, another makes augurs, 7 workers in galvanized iron, and one small safe factory complete the list.

Furniture. There are 12 establishments, large and small, engaged in the manufacture of furniture in St. John and Portland, and they turn out as fine goods in this line as can be found anywhere. The four largest employ 120 hands, and pay out about \$45,000 for wages. About 60 hands are employed in the other 8 factories at an average wage of \$20,000.

Spring Beds. One firm employs 20 hands in the manufacture of spring beds, excelsior mattresses, bedding, etc., paying \$4,160 for wages.

Carriages and Sleighs. The business was started in 1820 by one Peterson. Steam was not introduced till 1854. The business has rapidly advanced since then, there being 6 firms, great and small, engaged in it at the present time, and employing over 100 hands, at an annual expenditure of about \$51,000 for wages and \$45,000 for raw materials.

Shipbuilding. A small schooner was built here some time before 1770, by Jonathan Leavitt, one of the first settlers, and named the *Monneguash*, the Indian name of the peninsula on which the city is built. James Simonds commenced a vessel in 1775, but the marauding party from Machias,* (see page 30), burned it. Two vessels were built in the Market Slip a few years after the landing of the Loyalists. Shipbuilding has ever been a leading and favorite industry of the Province generally, and of the city particularly. Formerly a very large proportion of the ships were built under contract for foreign owners and shippers, but of late years the majority of them were for the citizens, and to-day there is an immense fleet of vessels owned in St. John, and manned by her own citizens, sailing to all ports on the globe. There are 10 firms in the business, 2 others build ships' cabins, 8 shipsmiths

* History of St. John.—D. R. JACK.

(referred to under the head of "blacksmiths"), one ship-wheel-maker, 3 iron knee factories—two of which are included in "foundries," one spar-maker, 3 block and pump makers, employing 19 hands, and paying out \$7,600 for wages; 4 sailmakers, 6 riggers, 7 boat builders, and one cordage and oakum factory.

The extent of the shipbuilding operations of the Province may be seen from the following

STATEMENT OF THE NEW VESSELS REGISTERED IN NEW BRUNSWICK, AND THEIR TONNAGE, IN EACH YEAR FROM 1825 TO 1882, BOTH YEARS INCLUSIVE:—

| Year. | No. | Tonnage. | Year. | No. | Tonnage. | Year. | No. | Tonnage. | Year. | No. | Tonnage. |
|-------|-----|----------|-------|-----|----------|-------|------------|----------|-------|-----|----------|
| 1825 | 120 | 28,893 | 1840 | 168 | 64,104 | 1855 | 95 | 54,561 | 1869 | 88 | 31,972 |
| 1826 | 130 | 31,620 | 1841 | 119 | 47,140 | 1856 | 129 | 79,907 | 1870 | 88 | 35,599 |
| 1827 | 99 | 21,806 | 1842 | 87 | 22,840 | 1857 | 148 | 71,989 | 1871 | 108 | 33,353 |
| 1828 | 71 | 15,656 | 1843 | 64 | 14,250 | 1858 | 75 | 26,263 | 1872 | 93 | 36,464 |
| 1829 | 64 | 8,450 | 1844 | 87 | 24,543 | 1859 | 93 | 28,330 | 1873 | 104 | 42,701 |
| 1830 | 52 | 9,242 | 1845 | 92 | 28,972 | 1860 | 100 | 41,003 | 1874 | 108 | 40,267 |
| 1831 | 61 | 8,571 | 1846 | 124 | 40,383 | 1861 | 80 | 40,523 | 1875 | 122 | 46,320 |
| 1832 | 70 | 14,081 | 1847 | 115 | 53,373 | 1862 | 90 | 48,719 | 1876 | 79 | 36,309 |
| 1833 | 97 | 17,837 | 1848 | 86 | 22,793 | 1863 | 137 | 85,250 | 1877 | 82 | 35,284 |
| 1834 | 92 | 24,140 | 1849 | 119 | 39,280 | 1864 | 163 | 92,605 | 1878 | 64 | 28,576 |
| 1835 | 97 | 25,796 | 1850 | 86 | 30,356 | 1865 | 148 | 65,474 | 1879 | 83 | 31,154 |
| 1836 | 100 | 29,643 | 1851 | 99 | 49,595 | 1866 | 118 | 45,922 | 1880 | 62 | 17,192 |
| 1837 | 99 | 27,288 | 1852 | 118 | 58,599 | 1867 | No return. | | 1881 | 74 | 22,886 |
| 1838 | 122 | 29,167 | 1853 | 122 | 71,428 | 1868 | 84 | 24,419 | 1882 | 68 | 15,874 |
| 1839 | 164 | 45,864 | 1854 | 135 | 99,426 | | | | | | |

By comparing the foregoing table of the registrations in New Brunswick with the following one showing the number built at and registered in St. John, an estimate of the value of this industry to the city may be easily obtained.

| YEAR. | BUILT AT ST. JOHN. | | REGISTERED, ST. JOHN. | |
|-----------|--------------------|----------|-----------------------|----------|
| | No. | Tonnage. | No. | Tonnage. |
| 1874..... | 66 | 35,899 | 72 | 35,771 |
| 1875..... | 65 | 39,008 | 74 | 39,079 |
| 1876..... | 39 | 24,396 | 45 | 25,361 |
| 1877..... | 42 | 22,932 | 53 | 24,818 |
| 1878..... | 27 | 20,531 | 35 | 22,598 |
| 1879..... | 37 | 20,949 | 45 | 21,234 |
| 1880..... | 33 | 12,726 | 41 | 13,907 |
| 1881..... | 47 | 15,159 | 52 | 16,469 |
| 1882..... | 38 | 11,867 | 45 | 12,576 |
| | 394 | 303,467 | 462 | 211,813 |

The Sash, Door and Blind Factories are faithful barometers of the business of a place. If these are busy, business generally is sure to be brisk and money plenty. There are four large establishments here, employing 81 hands, paying out \$28,000 for wages, and over \$70,000 for raw materials.

There are 35 *Builders* and a vast army of carpenters to be supplied from these factories. There are 2 *Planing Mills* and 1 Turning shop beside the above.

Brushes and Brooms of the finest qualities are manufactured here in large quantities by two firms; one of which employs 50 hands, pays out \$12,000 for wages, \$20,000 for raw material, and manufactures over \$40,000 worth of goods annually.

Soap and Candles. 26 hands are employed by the 6 factories here, receiving \$9,000 for wages, and making 1000 tons soap and candles each year.

Dye Houses. Three dyers help the brush and soap makers to clean things up, paying 22 hands \$8,500 for their assistance.

Confectionery. Ten establishments employ about 100 hands. One of the firms turns out on an average a ton and a half of confectionery weekly. (There are 9 dentists here.)

Soda Water, Etc. Two establishments have 25 hands constantly busy bottling the effervescent, and pay them \$4,600. There are two

Coffee and Spice Mills, in which there are 11 hands employed at an expense of \$4,500 yearly, and \$9,000 worth of raw materials used up.

Harness, Saddles, Etc. There are 9 harness makers, 5 of whom employ 26 hands, and pay \$8,045 for wages. Two *Electroplaters* pay their 8 employees \$2,800. There are 5 *Trunk Factories*, employing about 30 hands and paying out about \$10,000 for wages.

Tanneries. The two tanneries here employ 38 hands, and pay them \$13,000 for wages.

Printing. The business men of St. John realize the value of printers' ink, and they keep 9 job offices busy slinging it out for them, and the most of them do it in good shape. The specimens of Book Binding and Blank Book Manufacturing turned out by the two concerns in the business, would do credit to the best establishments of France or Germany.

Pianos and Organs. Two firms employ 13 hands, and pay them \$10,340. Five hands are employed in a *Vinegar* factory; wages not known. There are 7 *Brass Foundries* in St. John and Portland, four of them are included in "Foundries". Of the others, one of them employs 52 hands, pays out \$17,160 for wages, and \$25,000 for raw material. There are 14 *Plumbers* and *Gasfitters*, and 23 *Tin* and *Coppersmiths* to use up the products of the brass foundries.

Miscellaneous. There is one Brewer, 5 Cigar Makers, 1 Oil Clothing Maker, 6 Coopers, 3 Engravers, 7 Fishing Tackle Manufacturers, 1 Gunsmith, 6 Hatters, 6 Jewelry Manufacturers, 8 Marble and Stonecutters, 1 Match Factory, 5 Saw Filers and Setters, 2 Taxidermists, and 8 Undertakers in St. John and Portland.

The foregoing *resume* of the manufactures of St. John and its surroundings, will serve to convey a fair idea of the extent and value of her industries.

Whether St. John becomes the "winter port" of the Dominion or not, or whether the Megantic Railway is ever finished or not, (there is but little doubt on this point however, judging from the rapid progress being made now), the future of St. John is assured. The immense tract of country—abounding in agricultural resources, minerals and valuable timber—drained by the St. John River, is almost entirely dependent upon the St. John markets. This section alone is large enough and rich enough to ensure a trade of at least \$20,000,000 per year, and it is still in its infancy, vast tracts of it being in a state of nature; while the various feeders of the Intercolonial and New Bruns-

wick Railways, projected and under construction, will bring every section of the Province right to our doors. There is nothing to hinder St. John from becoming the leading manufacturing and commercial city of British America. Every requisite necessary for the building up of a city are here—cheap labor and skilled mechanics, cheap fuel and an abundance of iron ore, ample facilities for the shipment and handling of freight and for the building and repairing of ships; railway and steamboat lines in every direction, affording uninterrupted communication with the markets of the world at all seasons of the year; and absolute immunity from epidemic and malarial diseases. United, determined and persistent action of the merchants and citizens of St. John is all that is needed to make St. John the *Manchester of America*.



THE PROVINCE OF NEW BRUNSWICK,

One of the eight provinces of the Dominion of Canada, is bounded on the north by the Province of Quebec, the Restigouche River and the Bay Chaleur; on the east by the Gulf of St. Lawrence and Northumberland Straits; on the south by the Province of Nova Scotia and the Bay of Fundy; on the west by the State of Maine and the St. Croix River. It is situated nearly in the centre of the North Temperate Zone; is larger than Belgium and Holland united, and nearly two-thirds as large as England; is 210 miles long and 88 miles wide; has a coast line of about 500 miles, indented with spacious bays and inlets; is intersected in every direction by large navigable rivers; has an area of 17,393,410 acres, 7,455,977 of which are still vacant and open for settlement. Population, 321,233. The country is beautifully diversified by oval-topped hills, ranging from 500 to 800 feet in height, clothed with lofty forest trees almost to their summits, and surrounded by fertile valleys and tablelands. New Brunswick possesses unrivalled attractions for the tourist, the sportsman, the business man, and the farmer. Magnificent scenery, abundance of fish and game, undeveloped mineral, forest and industrial resources and capabilities, free soil, free schools, free churches, and a fine climate, are some of its features. Descriptions of some of the principal towns, etc., will be found in the following pages.

ALBERT COUNTY.

Albert Mines, a station of the Albert Railway, p 600. The famous Albertite coal was discovered and worked here for a number of years, but the deposit was exhausted and the mines dismantled. The discovery of a new vein on the property of the Old Mine Company is reported. The vein is said to be from five to seven feet thick. There are several saw and grist mills here. Route from St. John G 1, A 1, 105 m, f \$3.15.

Elgin, p 400; terminus of the Elgin Railway, and on the Pollet River. Farming and lumbering. Route, etc., from St. John G 1, C, 80 m, f \$2.40.

Hillsboro, p 600; a station of the Albert Railway, prettily situated on the Petitcodiac River. Extensive gypsum quarries and a large plaster mill. Owing to the heavy duty (29 p. c.) on the ground gypsum imported into the United States, not more than \$2,000 worth is exported from this Province in a year, and none from Nova Scotia, but the shipments of the raw material are immense. Ontario imports \$20,000 worth of ground Nova Scotia gypsum annually from the United States. Route, etc., St. John G 1, A 1, 104 m, f \$3.

Hopewell Cape (or "Cape"), p 650; capital of Albert County; at head of Shepody Bay and mouth of Petitcodiac River; shipbuilding. Route from St. John G 1, A 1, 112 m, f \$3.36.

Hopewell Corner, terminus of Albert Railway, on Shepody Bay. Carriage and furniture factories, saw mills, etc. Route from St. John G 1, A 1, 121 m, f \$3.63.

CARLETON COUNTY.

Woodstock, the capital of Carleton County, beautifully situated on the west bank of the St. John River, at the mouth of the Meduxnieag, is the most energetic and enterprising town in Northern New Brunswick. It has been so frequently destroyed by fire that it resembles an *ignis-faturs*—here one minute and gone the next. It is a veritable Phoenix, however, improves every time. Saw mills, grist mills, foundries, factories of various kinds, machine shops, etc., when burned are immediately rebuilt. Insurance companies will have to seek another safety valve for their surplus capital to escape through, as Woodstock has got tired of fire, and intends to try the effects of a good water supply. The head offices, shops, etc., of the New Brunswick Railway are located here. Extensive and peculiarly valuable deposits of iron ore are being worked a few miles above Woodstock. The iron is very hard and durable and makes an excellent tough steel. Steamers run to Grand Falls during high water—spring and fall. Route from St. John (1), J 2, J 7, 136 m, f \$3; (2) J 2, D 1, J 11, 131 m, f \$3.53; (3) Sn, J 11, 147 m, f \$2.50.

CHARLOTTE COUNTY.

Campobello Island, a mile and a half from Eastport, Me., is rapidly advancing into favorable repute as a Summer Resort, not through any particular beauty or attractiveness of the island itself, but because of its surroundings and the opportunities which its location affords for a variety of enjoyable excursions. The rough, befogged Bay of Fundy on the one side, Passamaquoddy Bay, dotted with islands, and sparkling in the sunlight, on the other, are in striking contrast. The most misanthropic of mortals could not spend a summer on the sunny side of Campobello without great danger of falling in love—with Dame Nature. A sail boat carries passengers from Eastport to the Island. Routes—from St. John Si, 62 m, f \$1.50; from St. Andrews Sn, 13 m, f 50c.; from Boston Si, 300 m, f \$7.50 return; or (2) Eastern, Maine Central and New Brunswick Railways (J) to St. Andrews, and Sn, thence.

Grand Manan, an island in the Bay of Fundy, 9 m from the coast of Maine and inside of the Canadian boundary line is unsurpassed for grand and rugged coast scenery—far exceeding Mt. Desert in this respect. The towering cliffs rise in sheer ascent three or four hundred feet from the surf-beaten base, at one point stratified with geometric lines of perfect masonry, at others displaying the richest hues. The wave-worn rocks take on strange shapes—the Old Maid, the Bishop, the Southern Cross, etc., are striking examples. There are no harbors or landing-places along the whole western shore—20 miles of massive rocks—but on the eastern side there are several small ones, with wharves and landings. The Island has been a favorite resort for several years, and is destined in the near future to assume even greater prominence as a summer resort, for in many respects it is unequalled, *all that is lacking is a good hotel*. There are numerous ponds and brooks on the Island, which afford fair trout fishing and a few deer are to be found in the woods. The Island is covered with valuable timber, and has excellent facilities for shipbuilding; but cod, haddock, and herring fishing constitute the chief employment of the inhabitants. The fishing around the Island is often more profitable than on the banks of Newfoundland, and whales are very plentiful at times. A cable connects the Island with the main land, and steamer connection is had with Eastport, Campobello, St. Andrews, St. John, etc. Steamer runs from St. John direct, Sl, 78 m, f 82.25.

Lepreaux, a small station on the Grand Southern Railway. Explorations and borings for anthracite coal have been made here for several years, but without definite results. Thin veins or layers of first-class anthracite have been found at different places, but, like "buried treasure," it disappears as soon as a word is spoken. The indications are encouraging. *Point Lepreaux*, a bold, rugged promontory, on which is a lighthouse with two powerful fixed lights, a fog horn, and a storm signal telegraph station. Vessels passing up or down the Bay of Fundy are signalled here, and reported at the Custom House, St. John. Weather reports are sent twice daily also. There is fine trout fishing in the Lepreaux River; from St. John E 1, 24 m, f 84c.

L'Etete, a small town on one of the West Isles in L'Etete Passage—a narrow channel through which the tide enters into Passamaquoddy Bay. The *West Isles* are all more or less mineralized; silver and copper abound, but the deposits, or veins, have never been properly developed, all that is needed is cash and energy. Reached from St. George.

St. Andrews has long been noted as one of the finest health resorts in North America; and a summer spent amidst its delightful scenery—sailing on beautiful Passamaquoddy Bay, picnicing on the adjacent islands, roaming the forests in search of game, climbing Chamcook Mount, from whose "glacial rounded top" a view may be had which recalls recollections of the Bay of Naples as seen from Mt. Vesuvius—breathing the clear, pure air, is a *sure cure for hypochondria and hay fever*. Mere existence at St. Andrews is a delight; but one can't keep still, the air is so exhilarating. St. Andrews is one of the best fishing stations of New Brunswick; the capital of Charlotte County; terminus of the New Brunswick Railway; is well and regularly laid out—its buildings are poor and sadly in need of paint, but this defect will soon be remedied—and noted for the excellent quality of its turnips. From St. John J 2, J 4, 129 m, f \$3; or Si and Sh, or Sl and Sh, 75 m, f \$1.75; from Boston, by Eastern, Maine Central and New Brunswick Railways, or International Steamers (Si), to Eastport and Steamer (Sh) from there. Daily communication with Campobello—another Eastern Province Summer Resort—via Eastport, Me., 15 miles distant.

St. George, a station of the Grand Southern Railway, on the Magaguadavic River (river of hills), 4 m from its mouth, and at the head of the tide, is noted for its red granite and beautiful falls. The river is compressed into a gorge 30 feet wide, and falls 100 feet in five successive steps. There are four large saw mills here and as many more at *Upper Mills*, 9 m above. The lumber shipments from St. George have been very large. Silver, lead and copper are found in the neighborhood, but as yet not in sufficient quantity to pay for working, although there is no doubt but that these minerals do exist in large quantities. The whole country from the St. John to the St. Croix, is more or less seamed with metallic veins. *Lake Utopia*, a mile from St. George, is picturesquely situated in a deep and sheltered depression, among forest-covered hills: it is 6 miles long, from 1 to 2 miles wide, and abounds with silver-gray trout of large size, and very "gamey." A monster, half fish, half snake, or half animal, is said to inhabit this Lake. Whether its existence is a reality, or merely a "fish story," evolved out of the disordered imaginations peculiar to fishermen, is a disputed point. The train will stop at the Lake for passengers to get on or off. Trout are plentiful in the Magaguadavic River, and game can be found in abundance. The river runs through an almost unbroken wilderness for a distance of nearly 80 miles. St. George offers great inducements to capitalists to start new industries there — a magnificent water-power and freedom from taxation for a number of years. Route from St. John E 1, 47 m, f \$1.50.

St. Stephen, the terminus of the New Brunswick and Grand Southern Railways, and at the head of navigation on the St. Croix River — the boundary between Maine and New Brunswick — is the liveliest town in western New Brunswick. Owing to the intimate business and social relations which exist between it and Calais, on the opposite side of the river, it resembles a Yankee town very much. A toll bridge connects the two places. It is lighted with gas imported from Calais; whether it pays any duty on it or not is uncertain. Lumber manufacturing and shipping is the principal business, but a large general trade is done also. *Milltown*, two miles up the river, contains 18 saw mills, edge tool and saw factories, and a large cotton mill, employing about 400 hands. Steamers (Sh) run daily between Calais, St. Andrews, N. B., and Eastport, Me., connecting with Si route from St. John, J2, J6, 120 m, f \$2.50; or (3) Si., Sh, 90 m, f \$1.75.

GLOUCESTER COUNTY.

Bathurst, the capital of the county, is beautifully situated upon two points of land connected by a bridge, and commands a picturesque view of Bathurst Bay. The Nepisiguit River, famous for its salmon fishing, empties into the Bay Chaleur near here.

Bathurst Village, or St. Peters, a suburb of Bathurst, with which it is connected by a bridge, contains two large saw mills. The I. C. R. Station is about half-a-mile from St. Peters, and one and a half miles from Bathurst. Immense quantities of frozen salmon are shipped to the U. S. every year. Bathurst is a port of entry and does a large general trade. Route from St. John, G 1, G 7, 211 m, f \$4.95; coach from Station, 25c.

Nepisiguit, a small town 3 miles from *Bathurst*, on the *Nepisiguit River*, the fisherman's elysium, (under lease to John W. Nicholson, Esq., of St. John, from whom fishing permits may be obtained). The view at *Grand Falls*, 20 miles up the river, is one of the grandest in these Provinces. The river comes tumbling down over four rocky precipices, or steps, into a deep, dark pool,

whose over-hanging sides, reeking with spray, and covered with foliage, seem as if about to totter over into the depths beneath. The total fall is about 140 feet, and is an effectual barrier to the further upward progress of the salmon, large numbers of which congregate in the pool at the foot of the falls. *Nepisiguit Lake*, the source of the river, is a beautiful sheet of water, abounding in trout of large size. Reached from *Andover*, via *Tobique River*, or by following up the *Nepisiguit* on a good carriage road.

Shippegan, p. 1500; on a harbor of the same name and opposite *Shippegan Island*; is the rendezvous of the fishing fleets which frequent the *Bay Chaleur*, and was brought prominently into notice some years ago as the point of departure of a trans-atlantic short-line of steamers in connection with the *Inter-colonial Railway*—being 148 miles nearer *Liverpool*, and 271 miles nearer *Montreal* than *Halifax* is. For some reasons the project was abandoned and *Shippegan* remains an *Acadian* settlement. Stage from *Bathurst*, 60 miles.

Tracadie, p. 1500; an *Acadian* settlement on the *Gulf of St. Lawrence*. Leprosy was introduced here during the last century by the crew of a French vessel which was wrecked on the coast, and the disease has been perpetuated by intermarriage with infected families. A lazaretto for the reception of the unfortunate victims of the disease is established here; reached from *Newcastle*, *Northumberland County*, 52 miles.

KENT COUNTY.

Buctouche, on the *Buctouche River*, p. 700; shipbuilding, fishing, lumbering and farming; contains several mills and tanneries; *Buctouche oysters* are famous. Route from *St. John G 1, G 2*, to *Shediac* and Stage *10, thence.

Cocaigne, on the *Cocaigne River*, p. 1,000; an *Acadian* settlement on the *Cocaigne River*; fish and oysters, lumbering and farming; same route as to *Buctouche*.

Richibucto, capital of *Kent County*, near mouth of *Richibucto River*, has a very large lumber and fish trade; the exports of canned lobsters during the season of 1882 were 11,917 cases, valued at \$711,142. Shipbuilding is largely engaged in; p. 1,000. Route from *St. John, G 1, G 7*, to *Weldford* 126 m, f \$3.57; and Stage *11 thence, 24 miles. The *Kent Northern Railway*, between *Weldford* and *Richibucto*, is nearly completed, and will be opened soon.

KING'S COUNTY.

Barnesville, p. 300; saw and grist mills, tannery and carriage factory; good farming country. The *St. John* and *Northwestern Railway* will intersect the *St. Martin's* and *Upham (M)* at this point; Route from *St John, G 1, M 1*, 34 miles, f \$1.02.

Clifton, on the North bank of the *Kennebecasis River*, p. 400; shipbuilding and strawberries; from 2,000 to 5,000 quarts of the latter are shipped daily during the season, principally to U. S. Beautiful scenery and a first-class place for a summer resort. Route from *St. John G 1* to *Rothsay*, 9 m, f 27c. and Stage *6, 6 m, f 20c. ferry 10c.

Hampton Station, p. 500; county town of *Kings*, and a favorite summer residence of many of the citizens of *St. John*. *Hampton Village*, one mile from the *Station*, on the *Kennebecasis River*, is the place usually referred to when speaking of *Hampton*. The *Court House* and *Jail*, and many fine residences are at the station, but the village is the objective point for visitors. There is a large match factory here, the only one in the Province. Route from *St. John G 1*, 22 m, f 66c.

Markhamville. Extensive manganese mines, which have been worked continuously for over 25 years, and produce ore valued at from \$16 to \$100 per ton. Route from St. John, G 1 to Sussex, Stage thence, 11 m.

Oak Point, a small landing on the St. John River, 30 miles from St. John—splendid trout fishing in lakes 4 to 6 miles from the village. Sn, So, or Sp, f 50c.

Penobsquis, p. 500. Although materials for the manufacture of paper and paper pulp are plentiful in all parts of these Provinces, and although immense quantities of paper are constantly being used, *there is but one pulp mill, and but one paper mill, in the Eastern Provinces*; they are located here, but are of small capacity, and turn out only the coarsest grades—for wrapping, bags, etc! A chance for capitalists. There is good trout fishing in the mill pond and stream. Route from St. John, G 1, 51 m, f \$1.53.

Rothsay, on the shore of the beautiful Kennebecasis River (Can-e-be-kashus the hoodlums call it), admitted by sporting men to be the finest race-course in the world. Route from St. John, G 1, 9 m, f 27c. It is one of the prettiest places on the Intercolonial Railway, and the home of many of St. John's solid men. With excellent facilities for boating and bathing, fine scenery, pleasant drives, and freedom from fogs, it should have more than a local favor as a summer resort.

Sussex, p. 2,000; a pleasant, thriving, enterprising town, in the centre of the best cultivated section of the Province. Beautiful scenery, fish and game in abundance within easy reach, good roads in every direction, fair hotel accommodations and a fine climate; shoe, furniture and carriage factories, tanneries, salt spring and manganese mines (see Markhamville) are some of its attractions and industries; ships 130,000 gallons of milk to St. John yearly. G 1, 44 m, f \$1.32 from St. John.

Westfield, a station of the N. B. Railway on the St. John River, at the foot of "Long Reach," is one of the most attractive and convenient places for a summer resort to be found anywhere in this Province. The views from the station, or from the hills behind the village are superb. The broad, straight expanse of "the Reach" and Belleisle Bay to the eastward as far as the eye can reach; Grand Bay, South Bay, Kennebecasis Bay and the river to the Narrows, at *Green Head* (see view) on the south; and the valley of the Nerepis on the north, present a variety of river scenery, which for beauty and extent cannot be surpassed. Lofty hills clothed with forests from base to summit, bare, bleak, rugged knolls, broad intervalles, rocky precipices, neat farm houses and churches, and the blue waters of the river and bays dotted here and there with white-winged vessels, combine to form a picture of great beauty, which has only to be seen to be appreciated. Good trout fishing and plenty of game may be had in the neighbourhood. It is only an hour's ride by rail or steamer from St. John—two steamers and five trains, each way, daily; fare by rail (J 2,) 15 m, 48c.; by Steamer Sn, So, or Sp, 14 m, 25c.

MADAWASKA COUNTY.

Edmundston, (or Little Falls, or Madawaska, as you please), the capital of the county and the northern terminus of the N. B. Railway, situated at the confluence of the Madawaska and St. John rivers, boasts of little except its scenery to interest the stranger. Viewed from Block House Hill, on the lower side of the Madawaska, Edmundston presents a lovely picture. The views from the town and neighbouring hills are superb—on one side rugged and picturesque, on the other clothed with a mellow beauty which gives the scene an almost tropical aspect. Edmundston contains several saw, grist and carding mills, but its chief claim consists in its being the headquarters of the great fishing trips of the Upper St. John. On the opposite side of the river is

the American village of Madawaska, containing 1200 inhabitants. Edmundston is the centre of the Acadian settlements which extend from the Grand Falls to the mouth of the St. Francis, and up the Madawaska to Temiscouta Lake, in the Province of Quebec. This people are descended from French Colonists who lived on the shores of the Bay of Fundy and the Basin of Minas in the middle of the 18th century. When the edict of expulsion was carried into effect in 1755, many of the Acadians took refuge in New Brunswick (see page 29). Some of them settled at St. John for a few years, but they deserted that point or were driven away, and founded the City of Fredericton. They were driven away from there by the Loyalists in 1783-5, when they moved to this region. After the Boundary Disputes of 1839 were settled they found their settlement divided, half of the villages being on Canadian Territory, the remainder in the U. S. (It is proposed to annex Maine to New Brunswick, or *vice versa*, in order to reunite these people under one Government). "They are courteous, with a politeness that is never servile, unshaken in their faith in the Church and its teachings, giving freely while they live of their substance for religion and charity, and, dying, never forget to provide for masses to be said for the repose of their souls. So primitive are all the domestic appointments, that, were it not for the telegraph lines and the railway track, one would almost think he had been transported back to his grandfather's days."

From St. John, J 2, J 7, J 13, 248 m, f \$7.05; (2) J 2, D 1, J 11, J 13, 243 m, f \$8.23; (3) Sn, J 11, J 13, 259 m, f \$6.20; from Boston, all rail, 536 m.

The *Madawaska River* is a large and beautiful stream, 30 miles long, and the outlet of Lake Temiscouta. The soil in the Madawaska Valley is very rich and fertile, fully equal to that of the famous Aroostook. It is thickly settled. The river abounds with trout.

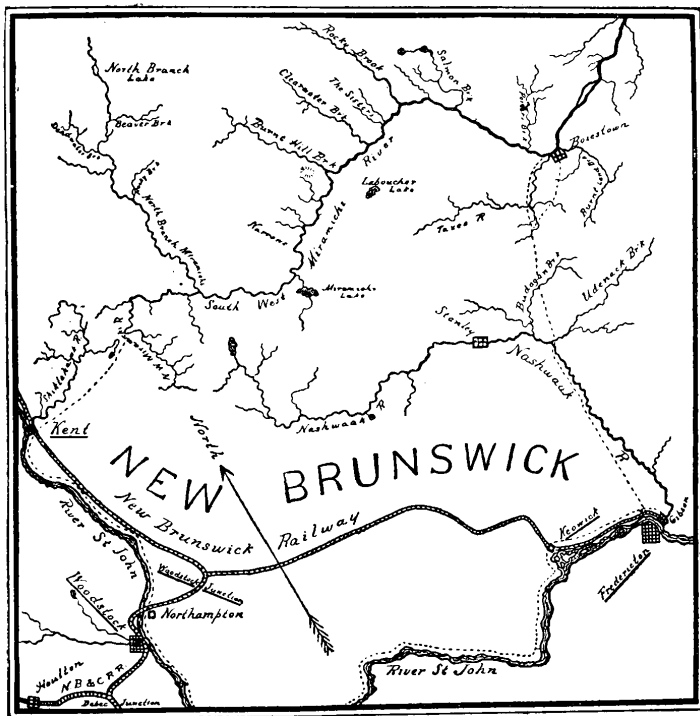
NORTHUMBERLAND COUNTY.

Bay du Vin, on a river and harbor of the same name. As soon as the river opens in the Spring salmon appear in great numbers. When the salmon season is over mackerel and bass are hooked in large quantities, and sold in a fresh state to Western buyers at a big price. The run of these fish scarcely ceases when the raking of oysters is begun and kept up till the river freezes, and then smelt are taken by the ton throughout the Winter; reached by stage or steamer from *Chatham*, 20 m.

Chatham, on the right bank of the Miramichi River, 12 m from its mouth, is the largest and most enterprising town on the North Shore of the Province; contains many fine large buildings; is lighted with gas. Business is brisk and money plenty. Lumbering, shipbuilding and fishing are the principal occupations. Lumber is king, millions of feet of lumber being exported annually, but the fish trade is also very large. There are several foundries, saw mills, machine shops and tanneries in the place; p 6,000. Steamers run between Chatham and Newcastle, 6 m; Indiantown, 26 m; and to Bay du Vin, 25 m. A branch railway (B), 6 m long, connects the town with the I. C. R., at Chatham Junction. Route from St. John, G 1, G 7, B, 173 m, f \$4.50.

Newcastle, (or Miramichi), a station of the Intercolonial Railway, on Miramichi River, at the head of deep water navigation, is a veritable sportsman's paradise, and the capital of the County. The *Miramichi* is navigable to this point for vessels of the largest class. It is said to be 200 miles long, but this is not a modicum of its length. There are two large branches—the North-west and the South-west, (see map), each with branches innumerable—all of which are the resort of countless myriads of fish. About 100 tons of salmon are caught in the waters of the Miramichi River every year. As for

trout, they are as plenty as flies around a syrup cask. The favorite fishing grounds for salmon begin at a point nearly 100 miles from its mouth, and are reached by stage, *12, from Newcastle to Boiestown, 60 m; from Fredericton, *12, or by team from Kent Station, on the N. B. Railway, J 13. The I. C. R. crosses the river a short distance above the town, on two handsome bridges, which, with their approaches, cost over \$3,000,000. A ferry steamer makes 7 trips each way, daily, between Chatham and Newcastle. Route from St. John, G 1, G 7, 167 m, f \$4.27. Shipbuilding is engaged in extensively also. Newcastle was almost entirely destroyed by the great fire which devastated the



MAP OF THE SOUTH WEST MIRAMICHI RIVER.

Railway and Telegraph Stations thus:— Kent

country in Oct. 1825. Not one uninjured house was left in the place; hundreds were burned to death, suffocated by the smoke, or drowned in the river, to which they had fled for safety. The water became so hot that large salmon and other fish leaped on shore, and were afterwards found lying in heaps along the banks of the river.

Tabusintac, at the mouth of the Tabusintac River, 30 miles from Newcastle, reached by stage, is another favorite resort for sportsmen for sea trout, ducks, geese, etc.

QUEENS COUNTY.

Coal Mines, on Salmon River, at the head of Grand Lade, offers great inducements to capitalists. There are immense beds of bituminous coal here, waiting for energy and capital to develop them. A ship load of coal was taken to Boston from here in 1643. These coal fields were the first discovered in America. Route from St. John, So, 77 m, f \$1.00.

Gagetown, capital of Queen's County; p 500; prettily situated on the right bank of the St. John River, 50 miles from its mouth, and opposite the mouth of the Jemseg. Surrounded by a fine farming country, of which it is the principal outpost. A fort mounting 18 guns was built at the mouth of the Jemseg, 1660-1670. It was the capital of Acadia under Villebon in 1692, and was captured and plundered by a Flemish Corsair in 1674. Route from St. John, Sn, So, or Sp, f 75c.

RESTIGOUCHE COUNTY.

Campbellton, the northernmost town in the Province, but by no means the last place to go to, being beautifully situated at the head of steamer navigation on the Restigouche River, 16 m from its mouth, and surrounded by unrivalled attractions for the artist and sportsman. *The Restigouche* is one of the finest salmon rivers on the globe, and has long been a favorite resort for sportsmen from all parts of the civilized world. "Fishing on the Restigouche" means headquarters at Metapedia, a station on the I. C. R., 13 miles above Campbellton, at the mouth of the Metapedia River, a tributary of the Restigouche. The Metapedia Club, an association of New Yorkers, own a house, and hold a fishing lease on the river. "Dan Fraser" can accommodate all who come; and, as he owns several of the best pools, and is thoroughly *au fait* in everything pertaining to salmon fishing, parties intending to go there should apply at an early date for guides, canoes, etc. It can be reached from Boston in about 35 hours, via *St. John*; fare, all rail, about \$25; return, by steamer, about \$22; from St. John, G 1, G 7, 287 m, f \$6.22.

The Restigouche is the boundary line, for 70 miles, between New Brunswick and Quebec. The wild grandeur of the scenery is beyond description. Steamers run from Campbellton to Gaspé during the summer; stages in the winter. A railway is projected to Gaspé, 100 m. Route from St. John, G 1, G 7, 274 m, f \$5.97.

Dalhousie, the capital of the County, at the head of Bay Chaleur and mouth of the famous Restigouche, with a fine harbor, grand scenery, an extensive salmon, lobster and lumber trade, and a first-class hotel, newly opened; will, as soon as the branch railway from the station [6 m] is completed, become one of the liveliest and most enjoyable places on the North Shore. Route from St. John, G 1, G 7, 266 m, f \$5.86. Coach from the station to the town 50c.

ST. JOHN COUNTY.

Loch Lomond, a favorite *summer resort* on a lake of the same name; 11 miles from St. John. The scenery is very fine — a magnificent view is to be had from the top of *Ben Lomond Mount*. There are three lakes in the Loch Lomond chain, and numerous other lakes and streams near by, in all of which trout of large size abound. Woodcock, partridge, snipe and duck are plentiful; and first-class board at reasonable rates may be obtained. A railway is projected from St. John, to connect with the St. Martins and Upham Railway (M) at Barnesville, which, if built, will add very much to the attractiveness of this resort. Team, or stage *2 or *3, from St. John, 11 m, f 50c.

Mispec, p 250; on the Bay of Fundy, at the mouth of the Mispec River and amidst scenery which would drive a painter mad with delight, possesses a water power of sufficient force to drive every mill and factory in New Brunswick, if properly utilized; but the only use made of it is to drive a small woollen mill and a saw mill. The river for 5 or 6 miles above the village presents a series of delightful views — falls, rapids, perpendicular cliffs, deep gullies, or flat intervals — which are unequalled. Dams for the storage of water could be built at different points along the stream and at slight cost; but don't attempt to go up it if you are given to profanity, for it, like Jordan, is a hard road to travel. Very good fishing may be had the whole length of the stream, from Mispec to Loch Lomond, of which it is the outlet. A pot of gold was found on the beach near here a few years ago. It had been buried in the bank but was washed out by the surf. It is supposed to have been buried by the famous and ubiquitous "Capt. Kidd," who had banks of deposit from Greenland to South America. Stage *1, from St. John 10 m, f 50c.

Musquash, a station on the Grand Southern Railway, at the mouth of the Musquash River, on the Bay of Fundy, possesses a fine harbor, 2 miles long and very deep. "A French war vessel was driven in here some 200 years ago and destroyed by a British cruiser." There are several large saw mills here, and a good vein of argentiferous galena, partly developed; route from St. John E 1, 15 m, f 50c.

St. Martins, p 2,500; a beautiful little watering place on the Bay of Fundy, and one of the principal shipbuilding towns in the Province. Coal shale was discovered here a year ago, and prospecting for the vein has been engaged in to some extent since then, but with no decisive results. A manganese mine is being worked near here. The harbor is very beautiful — "Bay of Naples" its admirers call it, — the shores are bold and picturesque, lofty cliffs of red sandstone, with strangely distorted strata, give a peculiarly attractive appearance to the scene. Excellent facilities for bathing, a fine climate, easily accessible, and first-class hotel accommodation in the near future are some of its desirable features; route from St. John, G 1, M 1, 53 m, f \$1.35; or (2) *2, 30 m, f \$1.50.

SUNBURY COUNTY.

Maugerville, site of the first English settlement on the St. John River. Established in 1763 by families from Massachusetts and Connecticut, and had over 100 families in 1775. These people were in active sympathy with the Revolutionary party, all but 12 of them signing a resolution favoring support. It is a quiet little village of about 400 inhabitants. Route from St. John, Sn, 70 m, f \$1.

Oromocto, a pretty little town on the west bank of the St. John River, at the mouth of the Oromocto River, contains several saw mills and ship yards. It was a favorite camping ground of the Indians, who had a large cemetery near here. A fort was built here by the whites as a defence against the Indians about the year 1775. Oromocto was formerly the capital of the County, but the County seat was removed to Burton some years ago. Route from St. John; Sn, 73 m, f \$1, or (2) J 2, D 1, to *Wausis*, 6 m from there.

The *Oromocto River* is navigable for vessels drawing 8 feet of water for 20 miles from its mouth. It rises in two large lakes, the North and South Branch Lakes.

Oromocto Lakes — *North Branch*, 8 m from Harvey, a station on the New Brunswick Railway (J 2). Lake is 12 m long and 3 wide, abounds with trout of the largest size and good sport may be expected. Bears, ducks, and other game are plentiful. Boats on lake. Write to George Woods, Harvey Settlement, York County, N. B.

South Branch, 10 m from Gaspereaux Station (J 2) Lake 6 m long and 1 mile wide. Fish average a pound each. Boats on Lake. Several good lakes within easy reach. Write John Allen, Scott's Way Office, Gaspereaux, N. B.

Sheffield, p 600; on the St. John River, and in the "Garden of New Brunswick;" seat of Sheffield Academy, one of the best educational institutions in the Province. Route from St. John, Sn, 64 m, f \$1.

Burton, a pretty village on the St. John River, 18 m below Fredericton. It is the capital of the County; splendid farming country. Route from St. John, Sn, 66 m, f \$1.

VICTORIA COUNTY.

Andover, or Tobique, p 450; a station on the New Brunswick Railway (J 13), on the west bank of the St. John River, 57 miles above Woodstock, and nearly opposite the mouth of the Tobique River. It is a pretty, straggling village, built along the river bank for about a mile; contains saw, shingle, grist and plaster mills, furniture factory, tanneries, and several stores, and before the railway was built, the source of supply for the lumber camps. Route from St. John, J 4, J 7, J 13, 185 m, f \$5.10; (2) J 2, D 1, J 11, J 13, 168 m, f \$5.33; (3) Sn, J 11, J 13, 181 m, f \$4.30. *Indian Village* (p 200) is directly opposite, and picturesquely situated on a bluff at the confluence of the two rivers. The village contains a representation of the crucifixion,—a curious looking structure of wood well worthy of a visit of inspection. The Indians belong to the Micicite tribe: "a few simple, men and women, without a single trace of the long-faded glory of their nation, they live in this lovely spot in wretched imitation of civilized life; good trusty guides are the men, strong and active in their canoes, wonderfully adept with the salmon spear, but everything like romance is as completely gone as though it had never existed."

The Tobique River (see map) is said by some travellers to be the most picturesque river in America. The scenery is very romantic for the first 11 miles. One mile above the mouth commences the rapids of the "Narrows"—a winding canon, 1 mile long, 150 feet wide, with perpendicular cliffs from 50 to 130 feet high. In midsummer the water forms a succession of black fathomless pools, with short rapids between them; at times of freshet the river surges and rushes with great impetuosity, the projecting crags causing violent whirlpools, rendering passage by canoes* impossible. Hundreds of rafts of timber are run through here every year,—a dangerous and exciting trip, requiring great skill and daring. Above the Narrows there is a long stretch of smooth but rapid water. In the next 10 miles there are two more rapids, and above them an unbroken stretch of clear, deep water for 70 miles, with occasional settlements along the banks. The river is filled with beautiful islands, with extensive intervals along the banks, whose soil is so extremely fertile that vegetation obtains an almost tropical luxuriance. Eighty miles from the mouth are the "Forks," where four streams come together. Following the left centre branch, or Little Tobique River—the best for trout, we arrive at Nictor or Tobique Lake, the head waters of this branch. The transition from the close confinement of the forest and the narrow river into this broad and beautiful expanse of gleaming water is most exhilarating. Mountains enclose it on every side, and close to its southern side "Bald Mountain" lifts its massive

*The canoes are propelled by poles ten feet long. If there is one canoe man, he stands in the stern of the canoe, and shoves it along with his pole. The French and Indian guides are very expert, and will force a loaded canoe up a foaming rapid with comparative ease, seldom losing their balance, and never upsetting their frail craft, except through gross carelessness.

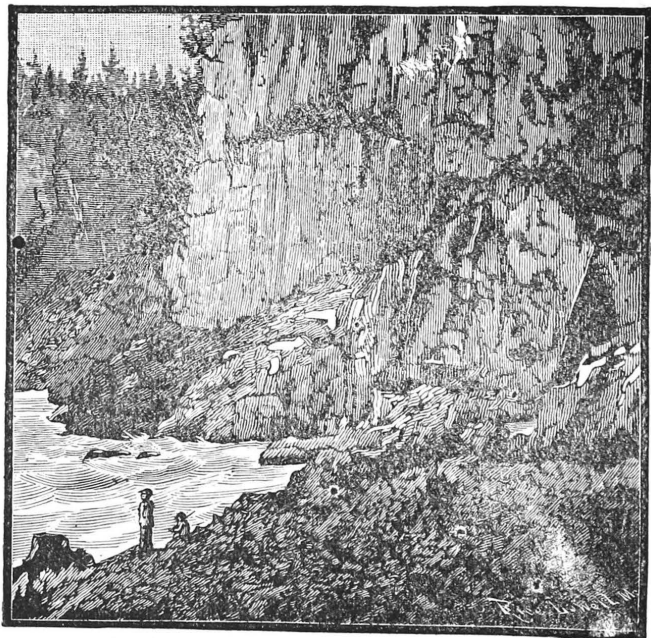
bulk to the height of nearly 3,000 feet, wooded to its summit, except where it crops out in precipices of granite or long, gray shingly slopes. From the summit a wondrous view may be had; millions of acres of forest, interspersed with lakes and rivers that gleam in the sunshine like silver threads, are spread out like a map beneath. Five miles from Riley Brook Settlement—60 miles up the river—is a remarkable peak called Bald Head, 2200 feet high, and an almost perfect cone, its summit having about half the area of an ordinary



SECTIONAL MAP OF TOBIQUE RIVER.

railway car. It can be ascended only on the northern and western sides; on the south and east it is nearly perpendicular for about 1,000 feet. The view from the summit is extremely fine. For 100 miles the Tobique pursues its winding course within the range of vision, and here and there glimpses of its shining surface meet the eye. The whole County of Victoria, a large part

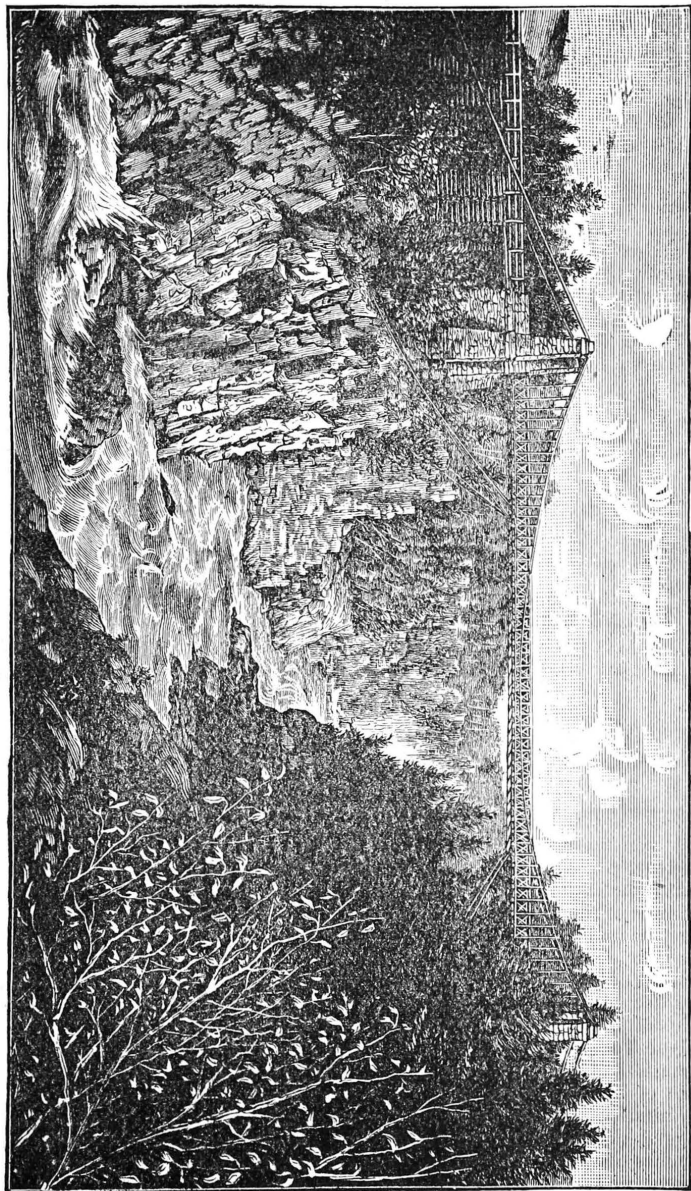
of Carleton, and portions of York, Madawaska, Northumberland, Gloucester, and Restigouche are within view, and this from a summit so small that, standing on the northern edge, one can throw a stone a foot in diameter across the mountain top, and send it thundering down a thousand feet or more on the southern side." A portage of three miles from Tobique Lake leads to Nepisiguit Lake, the head waters of the Nepisiguit River. A road follows the bank of the Tobique to its head waters, and thence to Campbellton on the Restigouche. The Tobique is a great spawning ground for salmon. Trout can be had in immense quantities, and game of all kinds peculiar to New Brunswick is very plentiful. Gold has been found in the bed of the stream, but the vein or lode has not been discovered yet.



SCENE OPPOSITE WELLS, GRAND FALLS NARROWS.

Aroostook, p. 600; farming and lumbering. A branch line of the N. B. Railway (J 16) runs west to Caribou, Me. The immense crops of the famous Aroostook Valley find an outlet over this line. About 500,000 bushels of potatoes of last year's crops were handled here. Routes same as to Andover; distance 6 miles further and fares 15c. more.

Aroostook Falls, 3 m distant on the Aroostook River, a tributary of the St. John, is a series of cascades through a wild and picturesque gorge a quarter of a mile long, terminating in a deep pool with precipitous banks a hundred feet high. There is good trout fishing above and below the Falls, and an occasional salmon is caught in the pool.



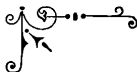
GRAND FALLS, N. B.—DOWN THE NARROWS.

Grand Falls, the capital of Victoria County, and a station of the N. B. Railway, is pleasantly situated at the head of navigation of the St. John River, 220 miles from its mouth; contains a number of hotels, stores, and mills of various kinds. "The grandeur of the cataract, the rugged sublimity of the gorge, the fury of the rapids, the rich coloring of the rocks, the lovely outlooks from the high hills, the charming drives, the strong, pure, cool air, the quaint customs of the *habitants*, first-class hotels and the excellent fishing and shooting grounds within easy reach are attractions possessed by but very few, if any other places on this continent. The cataract is glorious to behold, not only for its 75 feet of height, but for its changing lights and shadows, its prismatic effects, its steaming clouds of spray, its solemn voice, which seems to make the very rocks tremble." The walks and drives about Grand Falls are very beautiful, and splendid fishing and shooting may be had in every direction. Here the St. John, after receiving in its upper course the waters of many lakes and streams, extending almost to the St. Lawrence, discharges the accumulated flood over a perpendicular height of 76 feet into a rocky gorge not more than 250 feet wide, with overhanging walls, in some places 240 feet high. In passing through this rocky vault—which is about a mile in length, and the walls twisted and contorted in the most remarkable manner—the river has a further descent of 60 feet. A handsome suspension bridge spans the river immediately below the falls, (see view) and the best moonlight views are to be had from it. It is rapidly becoming popular. Routes, etc., from St. John, J 2, J 7, J 13, 215 m, f \$5.85; (2) J 2, D 1, J 11, J 13, 203 m, f \$6.03; (3) Sn, J 11, J 13, 206 m, f \$5.00: from *Boston* all rail, 496 m; steamer to St. John, 360 m, and choice of routes.

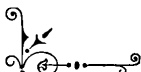
Grand

SITUATED AT GRAND FALLS, NEW BRUNSWICK, on the line of the New Brunswick Railroad, in full view of the Grand Falls of St. John River.

House
New.



Falls



Terms
Moderate.

The New Summer Resort of Maine and British Provinces. Second only to Niagara. Good gunning and fishing. Magnificent scenery.

WILLIAM OLIVE, Proprietor.

Hotel.

WESTMORLAND COUNTY.

Aulac, p 75; starting point of stages for Cape Tormentine [and P. E. I., during the winter]; also of the *proposed* Bay Verte Ship Canal and *proposed* terminus of the Cape Tormentine Railway. Proposals unaccepted, and Aulac is left in undisturbed and solitary possession of the adjacent *ruins of old Fort Cumberland*; from St. John G 1, 131 m, f \$3.64.

Bay Verte, p 600; saw and shingle mills, tanneries, etc. Terminus of the proposed ship canal, also of the Chignecto Ship Railway, now being built. Ruins of an old fort are to be seen; from Aulac *14, 14 m, f ?

Cape Tormentine, the point of arrival and departure, during the winter, of mails and passengers, to and from P. E. I. *Cape Traverse*, the landing place of the ice boats, is directly opposite, and about 9 m distant across Northumberland Straits. The boats are strongly built row boats, and are dragged through and over the floating ice, or propelled by oars in the open stretches of water. Straps are attached to the boat to haul them with, and to prevent crew or passengers from sinking out of sight. Loss of life is of very

rare occurrence, the passage across, although long and unpleasant, is not near so dangerous as that by a similar conveyance between Quebec and Point Levi. Log canoes are used at the latter place, and are often cut in two by the ice and all hands drowned or carried many miles away on the ice before assistance can reach them. A railway, to connect with the Intercolonial at Sackville, is being built to this point, and will prove of great benefit to both Provinces, as well as a boon to travellers. It is intended to run a steamer across the Straits during the summer and early winter, resource being had to the ice boats during the remainder of the year, as no steamer can live in the heavy masses of ice which fill the Straits during mid-winter and early Spring. From *Aulac* *14, 18 m.

Dorchester, p 1,100; capital of Westmorland County; pleasantly situated on the Memramcook river, near its entrance into Shepody Bay; contains the county buildings, and the Maritime Penitentiary for long term prisoners; lumbering, shipbuilding, fishing, (shad principally); farming, copper mines, freestone quarries, and albertite coal (?); from St. John G 1, 116 m, f \$3.24.

Moncton, at the head of navigation of the Petitcodiac River, (famous for its "Bore," or the mis-statement regarding it) is a lively, enterprising town of about 6,000 inhabitants, and the centre of the Intercolonial Railway system—the head offices and workshops being located here. A sugar refinery, cotton mill, knitting factory, machine shops, shoe factories, and gas and water works are some of the attractions of the place; from St. John G 1, 89 m, f \$2.67.

Petitcodiac, p 600; on the Petitcodiac River, and in a good farming district. The Elgin Railway (C) connects with the I. C. R. here; 2 large saw mills; from St. John G 1, 66 m, f \$1.98.

Pt. du Chene, terminus of the I. C. R. Branch (G 2), point of departure of P. E. I. steamers (Sm), and shipping port for *Shediac*—2 miles distant. Good mackerel fishing in the harbor.

Pollett River, p 200; saw and grist mills. *Pollett Falls* are well worth visiting. The gorge at and below the Falls is very wild and romantic. The action of the water upon the coarse sandstone forming the cliffs, has worn out deep caverns with overhanging ledges 40 to 50 feet high. At one point the water, converging from several sides, is poured into a deep circular hole 10 feet in diameter, where, boiling and surging, it passes out through some invisible outlet. Fair trout fishing may be had in the stream above the Falls; from St. John G 1, 71 m, f \$2.13.

Sackville, seat of the Mt. Allison College and Academies (Methodist). The town contains about 2,000 people, but they are as badly scattered as the Israelites, the houses being so far apart that there is no place which can be called *Sackville*. It contains one of the largest stove foundries in the Province, several shipyards, etc., and raises the finest of cattle; from St. John G 1, 127 m, f \$3.56.

Salisbury, p 500; junction of the Intercolonial and Albert railways; lumbering and farming; from St. John G 1, 76 m, f \$2.28.

Shediac, p 700; on Shediac Harbor, at mouth of Shediac River; boating, bathing, trout and mackerel fishing; ducks, geese, brant and plover plentiful within easy reach, good hotel accommodation; shoe factories, saw mills, etc.; from St. John G 1, G 2, 107 m, f \$3.

YORK COUNTY.

Canterbury, p 700; at mouth of Eel River, 8 m from *Canterbury Station*. Large quantities of lumber manufactured in the vicinity of these two places. There are several large saw mills, grist and carding mills; from St. John J 2, J 7, 107 m, f \$3.50, and stage?

Fredericton, the capital of New Brunswick and of York County, is beautifully situated on a level plain on the right or western bank of the St. John River, 84 miles from its mouth, and nearly opposite the mouth of the Nashwaak. The streets are wide, airy and quiet; cross each other at right angles—those running parallel with the river are over a mile long—and lined with shade trees, whose foliage is so dense that the city is almost hidden from the view of passers by on the river. It is one of the prettiest, if not *the* prettiest place in the Province, and persons in search of a quiet retreat will find a charm about it which is almost irresistible. The climate is “just lovely” during the summer. There are beautiful drives in every direction, and boating and bathing may be indulged in to your heart’s content. The city is lighted with gas, and a good water supply is being secured at considerable expense. It is the seat of the University of N. B., contains many fine public buildings, chief among which are the Parliament Buildings, Custom House and Post Office, City Hall, Government House, (Governor’s Residence), several handsome churches—the English Cathedral is especially noticeable—and many beautiful residences, with tastefully arranged lawns and flower gardens. Fredericton, under the name of St. Anns, was founded by Jean Pierre Danillo, a French Priest with nearly 100 followers, about 1738-40; and was crowded with Acadian refugees from 1757 to 1784, when they were driven away by the Loyalists. In 1786 it became, and has ever since remained, the capital of the Province under its present name; p 1881,—6,218; from St. John, Sn, 84 m, f \$1.00; (2) J 2, D 1, 68 m, f \$2.03.

Gibson, at the mouth of the Nashwaak, opposite Fredericton, was for many years the capital of Acadia under French rule, and the scene of many of the squabbles incident to the “grab game” for power during the early history of this country. The remains of Fort Nashwaak are still to be seen, and relics of various kinds are often found. One of the largest and best appointed saw mills in N. B. is at *Marysville*, 2 m up the river, and an extensive cotton mill is being built there. The buildings are to be of brick, with stone foundations and trimmings—the stone, 2,000 yards, will be quarried within half a mile of the building; the bricks, 5,000,000, will be made within 300 yards of it; the boards for floors, etc., will be sawn at the mills, not more than a quarter of a mile away. The factory will have a capacity of 50,000 spindles, and 1,100 looms; will cost \$1,000,000, and employ 1,000 hands. It is being built by Alex. Gibson, the “lumber king” of New Brunswick, and is an unaided private enterprise. Gibson is reached from St. John, Sn, 84 m, f \$1; or by rail via Fredericton.

Lake George, on a beautiful lake of the same name. There is a very rich *Antimony* mine here; reached by private conveyance from *Prince William*, a station on the N. B. Railway, (J 2); from St. John J 2, 72 m, f \$2.10.

Pokiock, (the “dreadful place”), on the St. John River, at the mouth of the Pokiock, the outlet of Lake George. Tin was discovered here many years ago by Dr. Gesner, who made a geological survey of the Province, but the exact locality is unknown. A company was organized in Woodstock, and duly incorporated, two or three years since, to work the tin mine here, but they have not succeeded in finding it yet. There is a very fine specimen of the ore in the Mechanics’ Institute Museum, St. John. The *Pokiock Falls* is a grand sight. The river, after a perpendicular fall of 40 feet, enters a long, narrow, rocky gorge, 75 feet deep and 25 feet wide, and passes with tremendous leaps from step to step till it falls into the St. John. Reached by stage from *Fredericton*, 40 m; from *Woodstock*, 20 m, or by steamer from either during high water.

THE
WOODS AND WOOD-WORKING INDUSTRIES
OF
NEW BRUNSWICK,

BY
IRA CORNWALL, JR.

Agent General for the Province of New Brunswick.

IN treating of this subject it is not our intention to enter into an exhaustive treatise, or attempt any scientific details. We will deal with the matter simply from a commercial point of view, and avail ourselves of the opinions of the best authorities we can command.

Our readers will readily observe that the general advantages of the Cities of St. John and Portland, as to location, harbour, climate, &c., will apply with equal force to this as to any other branch of manufacture.

Cheap fuel, cheap living, ready and accessible markets being admitted, we must give some evidence of a sufficient supply of the raw material being available.

Large portions of our Province are covered with forests of the most valuable woods, which we enumerate fully in the following pages. Our supplies of the most important of these woods are practically exhaustless.

The forests being intersected in almost all directions by rivers and streams, makes the transportation of the timber a question of but small expense. Once the log is cast upon the stream the process of floating it, by stream-driving or rafting, to this point is easily and cheaply accomplished. Nearly all important sections of the Province are intersected by railways, thus affording great facilities for transportation.

The large number of saw mills now located here prove their successful competition with those located at other points. The reputation of our timber and lumber is sufficiently well established in all markets, and our trade large and growing in what are now our staple products, and it is not our intention to urge extension in those lines. Our object is to divert a portion of capital, labour and material into a branch of trade which will not only utilize a greater variety of our raw materials, but also extend the amount of labour put upon all our wood exports.

The simple vastness of our supplies of timber have led to such anxiety to get it into the market that, up to the present time, our efforts have been directed to the most expeditious way of placing it in the foreign markets. This, assisted no doubt by the scarcity of labourers, has led to our putting just sufficient labour upon it as would prepare it for export. Up to the present time our exports have consisted mainly of square timber and deals.

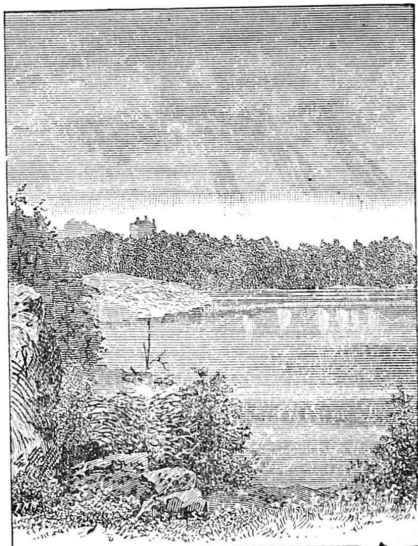
The large development of other manufacturing industries throughout the Dominion has aroused our people to an appreciation of their mistake in thus sending comparatively raw material to be worked up in other countries. It is now realized more clearly that the labour expended upon our woods at home benefits not only the individual manufacturer, but enriches the whole country.

As an illustration of our meaning let us take a maple tree. For export as square timber it is taken from the forest, cut into proper lengths and squared. Not only is the amount of labour expended upon it comparatively small, but much of the most valuable portion of the material is wasted in the process.

After reaching its destination another large portion, equal to about one-seventh, is sacrificed in its preparation for use. The same tree, if placed in the hands of our wood-workers, would be turned into portions of furniture, mouldings, bases, skirtings, architraves, flooring, bench screws, boot and shoe trees, lasts and crimps, tool handles, wringers, towel rollers, bobbins, spools, ships blocks, rolling pins, potato mashers, shoe pegs, &c. Besides utilizing every particle of the raw material, consider the vast amount of labour the latter employs, and the much larger amount of money the manufactured articles will bring into the country. Is it necessary to ask which use of the tree is best for the largest number of people, and therefore for the country.

Take a spruce tree as another illustration. The amount of labour expended upon that tree in manufacturing into deals for export is relatively light, and the loss of material large as compared with its use by our small-ware manu-

facturer. In the hands of the latter not a single portion need be wasted in producing various valuable portions of furniture, building material, handles for brooms, mops, hoes, &c., washboards, venetian blinds; packing — fish, salt, and other boxes, onion and fruit crates, &c. In this case, as in the former, further comparison is unnecessary, and the advantage of having the labour put upon the wood at



Lily Lake, St. John.

availed ourselves of the experience of some of our practical wood-workers. Mr. John D. Howe, of the firm of J. & J. D. Howe, furniture manufacturers, of this City, who has taken an active interest in the development of our Province, and made considerable study of our woods and their uses, gives us his opinion and experience as follows: He says, "Authorities differ as to whether our supply of what is generally looked upon as our marketable lumber is diminishing. Be this as it may, we still have enormous supplies of those woods. Independent of these it is a well known fact that immense tracts of our lands are covered with most valuable woods generally considered of little value, but which will eventually yield a more profitable article of export than either pine or spruce, as the latter are now handled. The Poplar, white-birch, basswood, maple, and other deciduous varieties of our forests, if

home will be apparent to every reader, even admitting all other circumstances to be equally favorable for our competitors in other countries.

Our interest in having the work done at home being thus demonstrated, we will now touch upon some of the reasons why it is for the interest of our customers, as well, to allow us this privilege.

In dealing with this portion of the subject we have

cut and shipped in the ordinary manner of shipping spruce and pine, would in most cases prove a failure. A demand for it in that shape could never be worked up. In order to make their export a success their nature and peculiarities must be well understood, and a desirable amount of intelligence and skill brought to bear in their manufacture. We might as well attempt to send away our grass or grain as we take them off the fields, without curing, as to export these woods without seasoning and manufacturing into desirable sizes or articles for which they are best suited. Our Poplar, which is very abundant, is valuable for many purposes; it is very white in colour, and of light weight. It becomes hard and tough when dry, and is susceptible of a very high degree of polish. It is now used chiefly for making "Excelsior," an article used for mattress making, upholstering, and for packing purposes, &c., for which there is a large and increasing demand. (See advertisement of Messrs. Hutchings & Co. upon page 101.) On account of the hardness of this wood it is considered superior to pine or spruce, where narrow stock is required, for flooring and other interior finish. It can also be largely used for cabinet work, tool handles, paper pulp, and many other purposes.

Basswood, like the Poplar, is even more liable to spoil after the tree is cut down. Like all other vegetable substances there is not any remedy for it after decay sets in. The early stages of decay, or souring of the sap, as it is called, should be carefully guarded against; it alike destroys the colour of the wood and the firmness of its grain. It destroys the qualities which render it so valuable for many purposes, such as carriage bodies, furniture, interior finish, &c. It takes walnut or mahogany stain equal if not superior to any other wood, and makes a pleasing finish in its natural colour—pale yellow.

The White Birch, although not so liable as the basswood, poplar, and maple to deteriorate while green, or before the sap or moisture leaves it, requires

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JOHN D. HOWE.

J. & J. D. HOWE,

MANUFACTURERS OF

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EXPORT TRADE A SPECIALTY.

Portions of Furniture (in knock-down state) compactly packed for export.

FLOORING in Spruce, Pine and Hardwoods, Planed, Tongued, Grooved and Bored, and specially packed for export.

All Woods thoroughly Weather and Artificially Seasoned, and of Best Quality.

Samples may be seen and Quotations obtained at office of

IRA CORNWALL, Jr., Agent General

for Province of New Brunswick.

24 Chapel Walks, Liverpool, Eng.

careful treatment in order to preserve its strength and colour. The many purposes to which this valuable wood may be applied are too numerous to mention. Large quantities are now being shipped to Europe in the shape of spool bobbins, blocks, &c. It is becoming exceedingly popular for first-class flooring, and for this purpose should be cut on the *rift* rather than on the slash of the grain. Maple and beech are also excellent for flooring, but their chief value is for tool stocks and handles, agricultural implements, lasts and an almost endless variety of articles requiring a strength and hardness that will resist wear. The preference given to English plane stock and tool handles is not due (as the prevailing opinion puts it) to the material used by those makers being superior to ours. It is rather attributable to their proper method of treatment of it. The trees are cut down in the proper season, while the sap is down; they are then blocked out to suitable sizes, and then dried—not allowing the sun to check or dampness to heat or mould it. On no account is the log allowed to remain uncut for any length of time either in or out of the water. There is not any class of woodwork where the proper cutting and curing of wood is of so great importance as in its preparation for wood engraving.

Our Rock Maple, if prepared according to the foregoing observations, becomes dense and capable of receiving almost as large a

that when it becomes apparent that we still possess a valuable supply of timber that it will not receive the same ruthless and greedy treatment that the Pine, Spruce and Hemlock have received in the past."

In again referring to the proper preservation and seasoning of timber, while Mr. Howe's remarks apply to some lumber or material not exceeding three or four inches in thickness, the same cannot be applied to cases where it is used in larger bulk, as in the case of that used for shipbuilding. For these purposes another eminent authority says: "The decay of woods by the growth of fungus, denominated dry rot, may be traced to the putrifying of the sap (as alluded to by Mr. Howe) when this has been left within the pores of the timber in the same condition as it exists in the living tree. The various means employed to arrest this destructive fermentation are, either to wash out the sap by long soaking in water, aided by the action of the sun; to dry up the sap, either naturally by exposure to the sun and wind, or artificially



Silver Falls (Near St. John).

number of lines to the inch as Boxwood. In other words, it is suitable for fine work. If the same wood was allowed to remain in bulk for any length of time, even in the log or plank, or worse still, a close pile, it would become worthless for wood engraving."

Mr. Howe continues: "It is to be regretted that the beauty and nature of our native woods have not been better understood and properly appreciated. This is probably due to their abundance, but it is not any reason why we should not make the most of what we have so plentiful. It is hoped

by heated currents of air." Nearly all authorities agree that there is great advantage in having our woods properly seasoned in this climate. A firm of dealers in wooden ware, writing from Liverpool recently, commented most strongly upon the subject, and stated, "*The advantage of having the woods seasoned in New Brunswick climate gives her manufacturers an undoubted advantage over competitors.*"

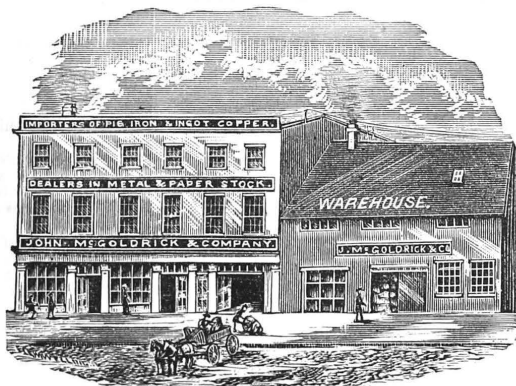
With the foregoing facts before us, it cannot but be admitted that the consumers are much better served by having the work put upon the woods in this country. They obtain better material unquestionably; the saving in raw material should insure lower prices for them, and the saving in freight is a considerable item.

Referring to Mr. Howe's remarks upon our woods for the use of wood engraving, one of the leading engravers of the Dominion says, "I use our native woods almost entirely, and find them quite equal to any foreign woods for general purposes." He agrees with Mr. Howe that the success or failure depends entirely upon the preparation. Only experienced persons can cure it properly.

Under treatment suggested by Mr. Howe, some of our woods are admirably adapted for manufacturing musical instruments. Messrs. J. & G. Gibbs of this City, manufacturers of violins, who have had considerable experience both in the old country as well as here, remark: "If the musical instrument makers of London could procure such stock as is plentiful and easily obtained here, they would consider it as beyond value."

This especially as regards our Rock and Bird's-Eye Maple. These woods, if carefully selected by experienced men and subjected to proper treatment, would command the highest price in any market. In this, as in wood engraving, want of knowledge of the woods and their treatment would be fatal. A European firm seeking woods for veneering purposes, remarked that the Bird's-Eye Maple of this country would be invaluable to them.

The New Brunswick Hemlock timber is now becoming popular for packing cases and other purposes when great durability is required. It holds the nails better than the other woods now used for those purposes, and is exceedingly plentiful and cheap. It is largely used for granaries, as it effectually resists the gnawing of rats, also for underflooring outhouses, &c. It is also considered the most durable for use under water; logs of this timber used for piles, wharves, &c., are almost indestructible. A firm of prominent wooden ware



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J. McGoldrick. T. J. Morgan.

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Scrap Iron, Old Metals,
Paper Stock, Woollen
Mill Supplies, Etc.**

Office, 101 Mill Street,
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BUYING AGENTS

Springdale Paper Mills.

dealers in London, England, writes: "We are unable to obtain sufficiently good timber from Sweden, free from knots and of sufficient width, to fill our orders for boxes. We must, therefore, look for a new field, and find the New Brunswick woods have the best reputation and will answer our purpose." Another firm of wooden ware dealers in Liverpool writes, "New Brunswick is unquestionably the spot for wooden wares." *The Timber Trades Journal*, in referring to the samples of our hard woods at the Forestry Exhibition at Edinburgh (and it is these woods we are seeking a market for), says: "We saw some very handsome specimens of these woods in which there ought to be a very large trade done with this country."

Other papers and leading authorities upon timber express similar opinions, and give great prominence to the growth of hardwood in this Province.

A leading architect of Liverpool, England, writes regarding the prospects for sale of New Brunswick woods in England:—

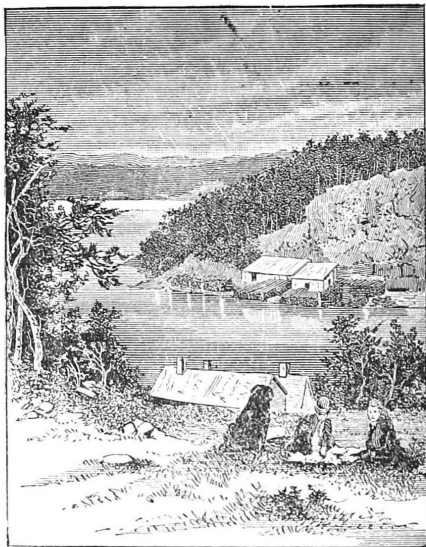
"I am of opinion that if good material, thoroughly seasoned and properly worked up to modern requirements, is sent to this country, suitable for houses, offices, stores, etc., a large trade might be done. In the past, all foreign manufactured builders' work has got a very bad name through inferior and badly seasoned woods being used, which in many cases have, as soon as the buildings are occupied, shrunk and split in such a manner as to stop architects and builders allowing or using such, and moreover, the design used has been exceedingly poor.

"What is required is doors of the ordinary thickness used, pannelled and moulded according to English ideas, with the moulds, etc., to architect's designs. Skirting, door casings, single moulds, architraves, etc., are all made somewhere about standard sizes, and if good designs are obtained and these varied as the style of architecture changed, architects and builders would speedily use these productions; but to get this some one must direct matters who thoroughly understands buildings, architects and builders and their requirements. It is useless sending over work not suited to the market, or of an inferior kind, and often such a small matter makes all the difference in the suitability of work; for instance, the character of a door panel mould of classic design, would not be suitable for a Gothic building.

"The thing is to have moulds for each style of architecture, and for special cases, to get the architect to furnish his designs in time for the same to be sent over to be carried out at the manufactory, for it is in rare instances that doors, etc., are wanted within three months after the contract is signed, and in many cases of large works it is twelve months and even longer.

"There must be a great advantage in making wood-work in countries where the woods are available, as well as cheap steam producers, besides the saving of carrying so much waste timber such a long distance, for at least one-seventh of the timber imported here is cut to waste in planing, sawing and refuse. The extra cost of carrying manufactured articles would, I judge, not nearly amount to the difference.

"There are numbers of things which are in everyday use in buildings which could be manufactured and sent to this country. Take, for instance, door frames, sash frames, and casing for both; sash bars, skylight bars, same for greenhouses and conservatories; single moulds, 1 inch to 3 inches; architraves, 3 to 12 inch; skirtings, bases, plinths, handrails, ballusters, plain and turned newels, moulds of all kinds, narrow boarding for casings, wood



Green Head, St. John River.

blocks for block flooring, white oak flooring, garden frames, cupboard and framing shelving, sash cells, etc. It would be much better for several manufacturers to combine and get one good representative than to appoint unknown men; for building work he must have a connexion among architects and builders, and he must be prepared for up-hill work at first, and the work he seeks to introduce might be in two qualities of timber but both equally well seasoned. I may name that recently a large company has been formed to extend the work of a man in Yorkshire who has been making doors, sashes, etc., and there are several such works now in operation in England, and they seem to pay well. With regard to white coopers, etc., a large warehouse has been opened in this town for United States productions lately, though there was a smaller one previously; but a large number of tradesmen throughout this country are now selling American goods, such as tubs, ladders, boxes, brush handles, butter bowls and workers, and an endless variety of their manufactures."

In order to give some idea of the magnitude of trade even in the smallest of wooden ware articles, we make the following extract from some comments in *All the Year Round* for May, 1884: --

"Who would expect to find in the cargo of one of the magnificent New York liners three thousand boxes of clothes-pegs? Yet such an entry is common enough. "Bless my soul!" somebody will say, just as I did when I noticed it, "are we dependent on the States for such things?" Pursuing my investigations further, I found that this was only one out of many of the same kind. It is evident, therefore, that it pays to cut down timber, convert it into the manufactured article, pay carriage to a port, shipping charges, freight, landing charges,

THE A. CHRISTIE WOOD-WORKING CO.

MANUFACTURERS OF

Doors, Sashes, Blinds, Mouldings,

Straight and Crooked, and all kinds of

BUILDING MATERIALS,

at the very lowest prices for Cash. Sawing, Jig-Sawing, Planing, Matching, Etc.

AT THE OLD STAND—WATERLOO STREET, SAINT JOHN, N. B.

A. CHRISTIE, Manager.

IRA CORNWALL, Jr., Agent General for New Brunswick,

24 Chapel Walks, Liverpool, England,

Will furnish information regarding PRICES, Etc.

PRESSED Put up in Tin Foil, and warranted pure and sweet and free from all preservative compounds or coloring matter.

Bolognas,
Sausages,

CORNERD

Hams, Roll Bacon, Meats, Poultry,
Vegetables, Etc.

MINCE MEAT, in Tins, ready for use. **BEEF ^{and} TONGUE.**

WHOLESALE AND RETAIL.

W. R. REES,

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C. E. HARDING & SON,

DEALERS IN

Spruce, Pine, and Hardwood Lumber, Shingles,

LATHS, PICKETS, CLAPBOARDS, SHEATHING, Etc.

LU 1BER Sawn to Order, any desired dimensions. Prices Low.

LUMBER YARD, REED'S POINT, SAINT JOHN, N. B.



View on the Kennebecasis.

Quaco Wood Manufacturing Co.

HENRY'S LAKE,

NEW BRUNSWICK, CANADA,

HAVE THE LATEST AND MOST IMPROVED MACHINERY FOR MANUFACTURING

SHIP BLOCKS

OF EVERY DESCRIPTION, INCLUDING THE

DOUBLE INSIDE IRON STRAP.

(Shells and Sheaves Separately if required.)

SPOOLS AND BOBBINS

OF EVERY SIZE AND KIND USED BY

Cotton, Woollen and Flax Mills.

SPOOLS FOR CORDAGE WORKS, ETC.

CLOTH BOARDS,

Mop  Broom Handles,

MATCHED FLOORING.

(HARD AND SOFT WOOD.)

Being situated in the centre of a large **Hardwood** district, and having direct Rail-way communication with St. John and Halifax, whence steamers run regularly to London and Liverpool, and having on hand a good stock of well-seasoned **Birch, Spruce,** and various other woods, the Owners are now prepared to handle, satisfactorily and at reasonable prices, any orders entrusted to them.

The Managing Owners of the above business are, **GUY, BEVAN & CO., St. John, N. B.,** who will quote prices and guarantee the quality of all work done. All further information can be obtained from them in St. John, or from

Mr. IRA CORNWALL, Jr.

Agent General of N. B., 24 Chapel Walks, Liverpool, Eng.

Or Messrs. GEO. GUY & CO.

112 Fenchurch Street, London, E. C.

carriage to inland towns anywhere in England, commission to several—a score, for anything I know—intermediaries, in order that the British mater-familias may buy a dozen clothes-pegs for three half-pence, which is what my wife tells me she paid last. I never saw the boxes as imported, but I should imagine they would be large, and hold several hundreds each—thousands, may be.

“Does not this give us an idea of the enormous quantity that must be turned out every year in the States? Just fancy what a lot must be consumed by fifty millions of people. Yet they are able to supply, not only their internal demand, but to send them to us by the million. Likely enough they will send them as well to some other European countries, though the demand there will not be so great as here, if only from the fact that the weekly wash is not such a national institution.

“One cannot help thinking what has been, is, and will be, the effect of this large importation on the home-made article. If my recollection is to be trusted, the present clothes-peg



View on the St. John River.

did not make its appearance here till some twenty or twenty-five years ago. Everybody who can look back so far will remember that the clothes-peg to which he was accustomed was evidently a piece of a branch peeled, shaped, cut in two, and then bound together with two or three inches of tin, which were fastened by a bit of wire driven in. Such was what I may term the pre-American, or the antique clothes-peg.

“I cannot assert with confidence that this ancient style has disappeared, for I confess that I do not keep my eyes open purposely to study clothes-pegs. But this much may be allowed: the antique is not prominent; possibly it yet lingers in out-of-the-way and old-fashioned places. In the centres of civilization, however, it is conspicuous by its absence, its place seems to be taken by the modern article. This, as is well known, is all in a piece, and might be pronounced artistic, were it not evidently made in a machine, and therefore, according to Ruskin, an utter abomination.”

To show that the manufacturers of the United States are becoming anxious about the supply of raw material, we may quote the following from one of their leading organs:

"The great pine forests of Michigan, Wisconsin, and Minnesota are beginning to show the signs of exhaustion. There is a shortage of production this year in those States footing up about 600,000,000 feet. The average of first quality lumber has run down from 12 per cent. ten years ago to 2 per cent. last year, showing the rapid deterioration of stock which is brought to the mills. The quality of the logs is much poorer than ever before, as many have been put in from land once cut over, and now land has been cleared of everything that will make a cull board. The improvident lumbermen, who in the past only cut the choice pine and left the remainder to be devastated by fire, now saws down his trees close to the root to save an axe kerf, scrapes the earth with a fine tooth rake to get every log that will make passable mill culls, and will discharge a foreman that leaves on the ground a log six inches in diameter."

That our neighbors are looking with envious eyes to our bountiful supplies of forests, may be gathered from the following article, taken from a leading daily paper published in New York City. In calling for free lumber, and while opposing tariff reduction, it says:

"The only justification for any further attempts at tariff legislation by the present Congress is, that it will afford a last chance to consider this year the removal of the duty now collected upon imported lumber. The importance of this measure cannot be urged too often upon the attention of Congress; too much cannot be said about the actual condition of all the northern forests of the United States. They are perishing rapidly, and, to some extent, needlessly. The collection of the duty upon lumber manufactured in Canada stimulates the destruction of the forests of the United States, while it yields practically nothing to the revenues of the country. For every dollar paid into the public treasury, on account of this duty, \$25 are taken from the pockets of American consumers of American lumber, and paid to the few hundred men who manufacture pine and spruce lumber, or deal in pine lands. Every dollar thus obtained by the treasury costs the country, moreover, an incalculable sum through the unnecessary and wanton destruction of forests which, were this duty repealed, would be allowed to grow and improve.

"The continuation of this duty means a great and unnecessary commercial upheaving such as this country has never seen. Congress can prevent, or at least postpone for a considerable period, these calamities by the removal of this duty. The necessity for doing this is urgent. Action cannot safely be delayed a single day longer. The extermination of the northern forests of the United States should be postponed at any cost."

Woodstock Wood-Working Co.

WOODSTOCK, NEW BRUNSWICK, CANADA.

CAPITAL, \$40,000.00.

MANUFACTURERS OF

Doors, Sashes, Mouldings,

FIR BUTTER FIRKINS,

STAVES, BOX SHOOKS,

AND ALL KINDS OF HOUSE FINISH.

ALSO THE CELEBRATED

Kearney Patent Swing Churn.

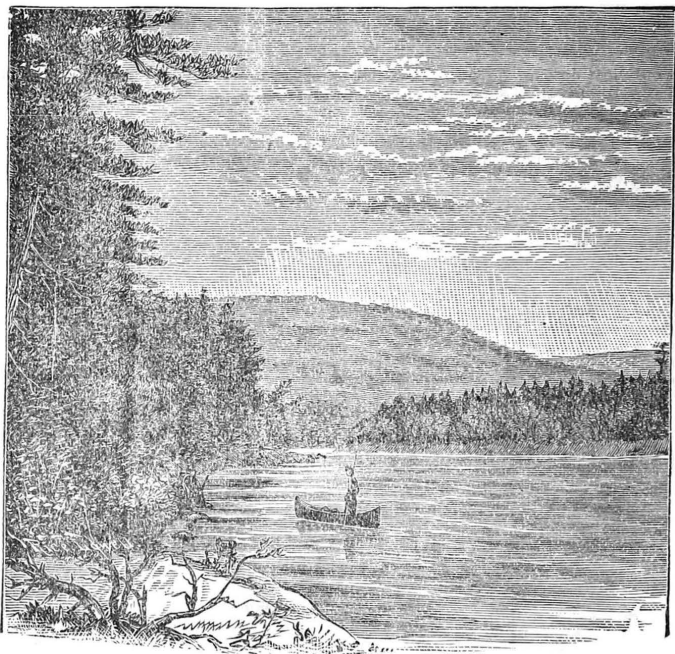
Estimates and all particulars can be obtained through

IRA CORNWALL, Jr., Agent General
24 Chapel Walks, Liverpool, Eng. of Province of New Brunswick.

Following upon this we may quote some of the comments of the Canadian press, to show what our manufacturers think of the situation, which will demonstrate that fear of exhausting the supply does not form an important item for their consideration at the present time.

The *Monetary Times*, of Toronto, says : —

"Canada has been called 'a wooden country.' How far this is properly a term of reproach we cannot say; but seeing that wood, in the raw stage of squared logs or lumber, forms \$25,000,000 worth, or say a fourth in value of our yearly exports, and that we send abroad a considerable aggregate of manufactures of wood besides, we may well bear the nick-name. Let us, however, eschew such wooden goods as wooden nutmegs or hams. We ship to



Snake Brook Mountain, Miramichi River.

Europe, already, tool-handles, broom-handles, carriage spokes, hubs and felloes, spools or bobbins, brush-backs, &c., &c., in considerable quantity. We might do more in the way of wooden-ware export, and indeed it seems to us that, in this as in other lines, Canadian manufacturers will have to look about them for foreign markets, since the means of production, over-stimulated as they have been, are outstripping the home demand."

The *Times* continues : —

"But here are the facts: Great Britain and other European countries use enormous quantities of wooden goods, and they are largely made in the United States and shipped from Boston and New York. Why should not Canada, whose supplies of timber are nearer the sea-board, compete successfully? It can be done; but it is not to be done in a day. Nor is it to be done without observation and pains."

The *St. John Daily Telegraph* says, after enumerating a long list of wooden wares that should be manufactured here : —

"We have not exaggerated the importance of cultivating the English market for our manufactured wood goods. Enough has already been demonstrated to justify us in urging upon men of capital that they ought to take hold of the matter, and that they can do so with a good prospect of success. If some portion of the hundreds of thousands of dollars now lying in the banks were invested in the wooden ware business, it would be a good thing for the Province. Heretofore the Province has confined itself to shipping deals and timber, the market for which fluctuates with the building trade; but in some of the lines to which reference is made above there is a constant demand. Many of the articles are such as are in every day use in families, and people buy them whether times are good or bad. The business is capable of vast development, and it is to be hoped that some of our moneyed people will see their way clear to engaging in it."

The *St. John Daily Sun* says:

"From time to time the *Sun* has called attention to the extensive trade done by American manufacturers of wooden wares with Great Britain and the Continent, as indicative of what might be accomplished by the wood workers of New Brunswick were they to intelligently turn their energies in this direction. The special superiority of our climate (the enervating summer heat of the interior of the continent being unknown in St. John), the cheapness of fuel, the proximity of exhaustless supplies of forest woods, the direct communication all the year round with the mother country, are factors which place us in a position to compete on the most favorable terms with all rivals, either across the line or in the Upper Provinces; while a point of vital interest to capitalists is found in the unlimited demand for wood manufactures in Great Britain, and the extent and variety of the articles required, which guard against the possibility of over-production or excessive competition, thus ensuring a steady, remunerative dividend on their investments."

In urging the interests of the International Forestry Exhibition upon our manufacturers, the *St. John Daily Globe* says:—

"We hope that our Province and our enterprising manufacturers will leave nothing undone to have New Brunswick well represented at the Edinburgh International Forestry Exhibition. In markets of the old world, like that of Liverpool, something is known of us by our spruce deals and our birch timber; but to show what our woods are capable of we should, to the very fullest extent, take advantage of this Forestry Exhibition. Doubtless, if persons in the old world, who are wood workers, are made aware of the capacity of our native woods for economic purposes, they would use them more than they do now."

EXCELSIOR.
HUTCHINGS & CO.
MANUFACTURERS OF
Coarse and Fine Excelsior.
 TRADE supplied in any quantities. Quality guaranteed.
SAINT JOHN, N. B.
 Samples, Prices, &c., can be seen at office of
IRA CORNWALL, Jr., Agent General
 24 Chapel Walks, Liverpool, Eng. of Province of New Brunswick.

NORTH POLE REFRIGERATOR AND FREEZER
 For Butchers, Grocers, Hotels, Milk Rooms, Families, Etc.
 Economical; Easily Managed.
 The Coldest and Dryest Atmosphere of any Refrigerator made. Price Lists and Testimonials on application.
C. A. CLARK,
 34 and 36 Dock Street, Saint John, N. B.

THE WEEKLY WORLD
AND
THE SEMI-WEEKLY WORLD,
 Published at CHATHAM, N. B., have the Largest Circulation of any papers published on the North Shore. An Advertisement in both editions reaches every reading man in Northumberland, Restigouche, Kent, and Gloucester Counties.
J. L. STEWART, Editor and Proprietor.

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FROM

75 cts. (3s.)

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UPWARDS.

Portable and
Strong.

Easily and
Quickly Erected.

Specially
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OR
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PLAIN
OR
ORNAMENTAL
AS REQUIRED.



Address Chas. A. Everitt, (Patentee) 11 King St., Saint John, N. B., Canada.

Samples, &c., at office of IRA CORNWALL, Jr., Agent General of N. B., 21 Chapel Walks, Liverpool, Eng.

The following list comprises the leading varieties of woods which are most plentiful in our forests and most valuable for manufacturing and export: White, Red and Gray Oak; Rock (or Sugar), Birdseye, Curlev and White Maple; Black, White, Yellow, Gray and Red Birch; White and Red Beech; Red and White (or Forest and Intervale) Elm; Black, White and Red Ash; Butternut; Chestnut; Hornbeam (or Ironwood); Basswood; Aspen and Balsam Poplars; White, Red and Princess Pine; Black and White Spruce; Tamarac (also called Larch, Haematac or Juniper); Cedar and Hemlock.

The uses of these are almost innumerable, but we may venture to name a limited number of the purposes they are now principally utilized for and manufacturing for which are established in this Province. They are as follows: Building materials for both outside and inside finish; shipbuilding, from the hull to the spars; agricultural and horticultural implements; waggons, carriages, sleighs; packing, salt, fish, and other boxes; tubs, pails, churns; step-ladders; furniture of all kinds; broom, hoe, pick, edge tool, and other handles; clothes-wringers, washboards, clothes and towel horses; bench screws; Venetian blinds and slats; cloth boards and rollers; bobbins, spools; ships' blocks; coopers' work of all kinds; boot and shoe lasts, trees and crimps; musical instruments; railway ties; carving and turned work; wood pulp. In fact the varieties of wood having the properties of elasticity, toughness and durability are such that they are adaptable to almost all purposes where wood is required.

Having shown our readers what our woods are, and their adaptability, we will now endeavor to show the splendid opening there is for the introduction of both capital and labour from the old country to develop this branch of business, and the reasons why our manufactures have not been more generally introduced in foreign markets. In the first place, the facilities for manufacturing have not been more than sufficient for home consumption. Several of our manufacturers have

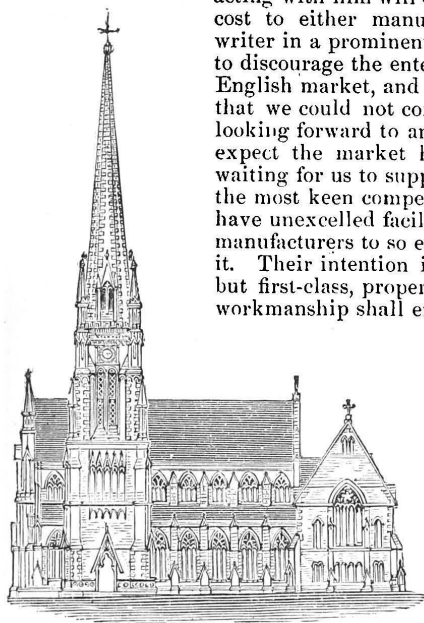
from time to time placed some of their surplus stock in foreign markets, but for want of proper management, and through their efforts being spasmodic rather than studied, they have not succeeded. In every case where the wants of the market have been known and the efforts of the manufacturers have been systematic, they have succeeded beyond their expectation. In every case they hold their own against all competitors, and are doing all the business they have facilities for. It having now been arranged for this Province to have a representative in the English market, it will give them advantages which have not previously been afforded.

It is the intention of the Agent General of the Province to devote his personal attention to this branch of trade, and the majority of the manufacturers

acting with him will enable him to do so at a very trifling cost to either manufacturer, dealer or consumer. A writer in a prominent English paper recently undertook to discourage the entering of New Brunswickers into the English market, and implied that there was not room ; that we could not compete, &c., and also stated we were looking forward to an unoccupied market, as if we could expect the market has been standing all these years waiting for us to supply their wants. No, we anticipate the most keen competition and are prepared for it. We have unexcelled facilities, and it is the intention of our manufacturers to so enter the market that they will hold it. Their intention is to so work together that nothing but first-class, properly seasoned material, and the best workmanship shall enter any foreign market. It will be

their pride to establish a reputation such as will insure the sale of anything having the "New Brunswick" brand upon it.

In order more fully to illustrate the progress now being made in this Province, we give a short description of some representative manufactories in several branches of the wood-working industries. First in importance from location, facilities and variety of manufactures, we may mention the Quaco Wood Manufacturing Company of Henry's Lake, St. John County, N. B. From their advertisement

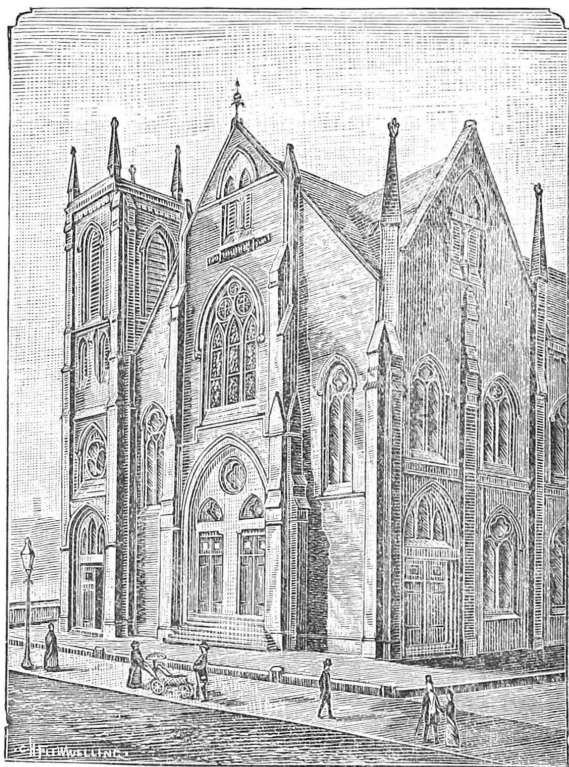


Centenary Church, St. John.

upon page 97 some idea can be formed of the complicated machinery required to turn out the various articles which they offer for sale. The illustration of their buildings upon page 105 clearly shows the magnitude of their works.

Under the management of Messrs. Guy, Bevan & Co., of St. John, N. B., and London, England, this Company have the advantage of the guidance of one of our oldest and most practically experienced mill-owners and timber and lumber exporters. Having ample capital for the requirements of their trade, they are developing a branch of manufacture which is destined to be of vast importance to the Province. They are now largely supplying local consumption as well as exporting considerable quantities of their manufactures to the United States and European markets. The works being situated upon the margin of a large body of water, the banks of which are lined with

forests of Beech, Birch, Maple, and other valuable woods, renders the raw material most accessible, and storing and seasoning easily accomplished. The large resources of the Company enables them to hold ample stocks of timber for seasoning, and assures their always being prepared to fill large orders upon short notice. It also enable them to operate their works both winter and summer. For the more thorough seasoning of the wood a large dry house or kiln has been erected, where all such material as requires it is subjected to artificial heat after the most approved method, thus insuring the use of the most durable and properly cured material.



St. David's Church, St. John.

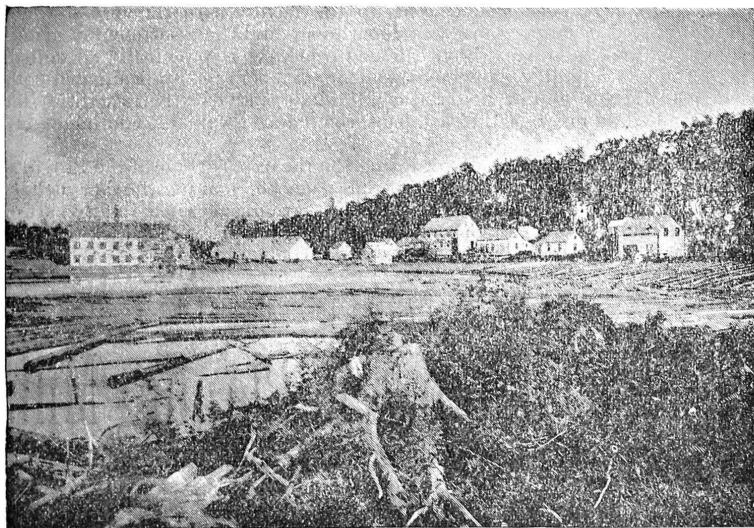
Another advantage peculiar to the woods used by the Company is their growth upon the hills and mountain sides, which gives them a much closer grain and harder texture than those grown upon low lands.

Their facilities for shipment of their manufactures are excellent. The St. Martins and Upham Railway Company have a depot in the grounds of the Company, affording direct communication with the excellent harbor at St. Martins, some six miles distant, also with St. John (45 miles), Halifax (278 miles), and all parts of the Continent. Another more direct line of railway is

also projected, as shown upon the map, which will add materially to their facilities.

The variety of articles manufactured is such that every portion of the timber is utilized. The whole of the work being done upon the premises, from cutting up the timber to the last detail of manufacture, enables them to sell their productions at the lowest prices.

Further comment upon the prospects of this Company is unnecessary, but as a number of settlers from the old country are among the operatives in these works it may interest others to know how their countrymen are situated. The Company employ only the best class of labor, and endeavor in every way to secure the utmost comfort for their employes. A large and comfortable lodging house has been erected for the unmarried men, where the Company board them at very moderate charges. A number of pleasantly situated and



Quaco Wood Manufacturing Company's Mills, Henry's Lake, N. B.

commodious cottages have been built for the use of married operatives and their families. A general store, situated near the mill, is kept by the Company, and well stocked with all the necessities and many luxuries of life, all of which are sold to workmen at very moderate prices. A large room over the store is at present utilized for holding church services regularly. A school for the children is shortly to be opened, as well as post and telegraph offices. The Superintendent of the works—Mr. H. R. Robertson, who resides near the mill—aims to make his settlement a model one. Spirituous liquors are not allowed to be brought into the village. A reading room and other means of recreation are furnished the operatives free of charge.

Next in importance we may place the "Woodstock Wood-working Company," of which William Connell, Esq., is President, and Mr. R. S. Sterratt,

Treasurer and Superintendent of Works. Woodstock, Carleton County, N. B., (the headquarters of this Company), is rightly described upon page 73 as one of the most enterprising towns in the Province. It is specially well situated for wood-working industries, being on the banks of the St. John, and connected with all parts of the country by railway; within easy access of the harbors of St. Stephen, St. John, &c., for the export trade; while the opening of more direct railway connections via Quebec and Montreal, which will soon be completed, will make this a most important centre. It is surrounded on almost all sides by immense forests of the most valuable woods, which are accessible both by rail and water communication. Being the chief market town for one of the largest and most productive agricultural and fruit-growing districts in the Province, gives it a valuable local market for all classes of products. The wood-working company located here manufactures articles of rather a different character from those turned out by the "Quaco Company," as will be seen by referring to their advertisement on page 99. Neither pains nor expense have been spared to fit up the factory with the very best and latest improved machinery in every department, and the assortment of manufactures in wooden wares which can be turned out is practically unlimited. Having ample capital, capable management, and being so well situated both as to ready access to raw material of all kinds and excellent facilities for reaching the best markets, this Company commands a valuable and increasing trade.

The latest statistics available regarding the the export trade of the Province in timber and lumber will be found on page 66, making further details unnecessary, except to add that the saw mills are unsurpassed in any part of the world, and a strong evidence of this is the readiness with which they are insured against fire by all first-class insurance companies.

FAIRBANKS & CO.'S

Wood Moulding and Planing Mill.

FACTORY: CITY ROAD, ST. JOHN, N. B., CANADA.

DOORS, SASHES and **BLINDS** Made to Order. **JIG-SAWING, PLANING, WOOD-TURNING, BAND SAWING, &c., &c.** All kinds of **House and Ships** Finish on hand or made to order.

FOR EXPORT.

ALL of above goods made in a knocked-down state; all compactly packed for export. **Flooring** (Hard and Soft Woods), **Meat and Pastry Boards, Cloth Boards, Towel Rollers, Clothes Horses**, all classes of **Turned Work**, especially packed for Export.

Samples may be seen and prices obtained from us or at the office of

24 Chapel Walks, *Liverpool, Eng.

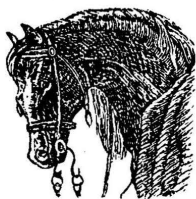
IRA CORNWALL, Jr., Agent General
For New Brunswick.

EDMUND G. KAYE,

Barrister and Attorney-at-Law,

NOTARY PUBLIC, ETC.

ROOM 8, PUGSLEY BUILDING, PRINCE WILLIAM ST., SAINT JOHN, N. B.



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FINE SADDLERY AND HARNESS,

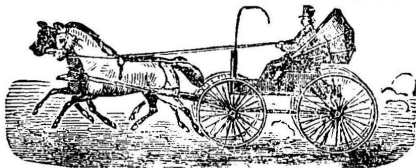
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HORSE BRUSHES, ETC.

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CONNELL'S LIVERY AND BOARDING STABLES,

Sidney Street, St. John, N. B.



HORSES BOARDED

On Reasonable Terms. Horses and Carriages on hire. **Fine Outfits at Short Notice.**

DAVID CONNELL.

There are many establishments throughout the Province whose facilities as to machinery, &c., are ample for large expansion of their business, but are hampered for want of capital to control the large stocks of raw material which they require to constantly hold on hand. Many factories now in the hands of men of known integrity, thorough knowledge of their business, good managers, offer some splendid openings for the investment of more capital where experience is not required. Outside, however, of those factories now in existence there are openings in almost every line of wood working where experience in almost every branch can be utilized most profitably, and where capital can find most safe and remunerative investment.


Wood workers in the old world will do well to consider the advantages we have here. They cannot fail to see that if they are doing well at home, with their experience they would do better here. They have the same access to the old markets from here and many new ones open; much of the raw material now lost to them can be utilized; better material is at hand; climatic influences favor them in every way. The best of wood-working machinery is obtainable here. Now is the time to make your choice, and you cannot find a more favorable place than the Province of New Brunswick, Dominion of Canada.

Any further information regarding the timber interests and wood working industries of the Province will be most cheerfully furnished upon application either personally or by letter to

IRA CORNWALL, JR., Agent General

for Province of New Brunswick.

24 Chapel Walks, Liverpool, England.

 Full information regarding the forest trees and timber interests of the whole Dominion can be obtained by remitting 12½ cents (6½ sterling) to H. B. Small, Department of Agriculture, Ottawa, Canada, for a copy of his book upon the subject.

THE DAILY SUN,

PUBLISHED BY

THE SUN PUBLISHING COMPANY,

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THE WEEKLY GLOBE

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THE DAILY TELEGRAPH

Still retains the position it has always held, as the FOREMOST DAILY NEWSPAPER in the Maritime Provinces.

Latest news by Telegraph and Mail. Full Market and Stock Exchange Reports. Latest Ship News. Political, Parliamentary, Legislative, Legal, Municipal News, and General Intelligence from Special Correspondents in every Town and Village of New Brunswick, and the principal centres of the Dominion.

A special letter of latest news by Cable every Monday from the Old Country.

A Sermon by Rev. Dr. Talmage every Saturday, reported specially for the *Telegraph*.

THE WEEKLY TELEGRAPH

Is the most popular and widely circulated Newspaper in Canada, east of Montreal. Each issue contains a special Cable Letter. Full budget of news of the week, foreign and domestic, by Mail and Telegraph. Parliamentary, Legislative, and Municipal Proceedings, &c. Sermon by Rev. Dr. Talmage. A Complete Story. Market and Shipping Reports. Farm and Household matter. Fashion Notes, and a literary review selected from the daily edition, together with Editorial matter.

The best family paper. The best Advertising Medium in the Maritime Provinces.

Subscription, in advance — Daily edition, \$5 a year. Weekly edition, \$1.00.

JOHN W. GILMOR, Manager, ST. JOHN, NEW BRUNSWICK.

LOCAL TIME

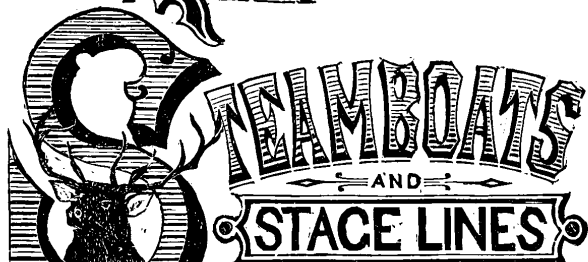
AT
DIFFERENT PLACES

WHEN IT IS

Noon at St. John.

| | |
|-------------------|-------|
| Albany, N.Y., | 11.29 |
| Atlanta, Ga., | 10.46 |
| Bangor, Me., | 11.48 |
| Boston, Mass. | 11.40 |
| Burlington,... | 11.31 |
| Baltimore,... | 11.18 |
| Buffalo, N.Y., | 11.08 |
| Concord,..... | 11.38 |
| Chicago, Ill.,... | 10.23 |
| Charleston,... | 11.04 |
| Cincinnati,... | 10.46 |
| Cleveland, O., | 10.57 |
| C'town, P.E.I. | 12.14 |
| Cheyenne,.... | 9.25 |
| Carson City,... | 8.30 |
| Detroit,..... | 10.52 |
| Denver, Col.,... | 9.25 |
| Des Moines,... | 10.09 |
| Fredericton,... | 11.56 |
| Galveston,..... | 10.05 |
| Hartford,..... | 11.33 |
| Havana, Cu.,... | 10.54 |
| Halifax, N.S., | 12.10 |
| Hamilton,..... | 11.05 |
| Indianapolis,... | 10.40 |
| Jersey City,... | 11.18 |
| Kansas City,... | 10.04 |
| London, Eng. | 4.24 |
| Louisville,.... | 10.41 |
| Montreal,..... | 11.30 |
| Mexico,..... | 9.48 |
| Memphis,..... | 10.54 |
| Moncton,..... | 12.04 |
| Mobile, Ala.,... | 10.23 |
| Milwaukee,.... | 10.32 |
| Newport,..... | 11.39 |
| New Orleans,... | 10.24 |
| N. Y. City,.... | 11.28 |
| Ottawa, Ont.,... | 11.21 |
| Oakland,..... | 8.15 |
| Omaha, Neb.,... | 10.00 |
| Panama,..... | 11.06 |
| Paris, France | 4.33 |
| Pensacola,.... | 10.35 |
| Portl'nd, Me., | 11.43 |
| Portl'nd, Or., | 8.13 |
| Philadelphia,... | 11.13 |
| Quebec, Q.,... | 11.39 |
| Rochester,.... | 11.14 |
| Richmond,.... | 11.15 |
| Salem, Oreg.,... | 8.12 |
| San Francis.,... | 8.14 |
| St. Louis, Mo., | 10.54 |
| Santa Fe,..... | 9.24 |
| St. Paul, Min., | 10.12 |
| Salt Lake Cy., | 8.55 |
| St. John, N.B. | 12.00 |
| St. Johns, Nf. | 12.53 |
| Savannah, G., | 11.00 |
| St. Stephen,... | 11.55 |
| Toronto, Ont., | 11.07 |
| Washington,... | 11.16 |
| Wilmington,... | 11.22 |
| Wheeling,..... | 10.56 |

The Railroads



— OF —

NEW BRUNSWICK,

BY JNO. R. HAMILTON.

RAILROADS.

ONE of the best evidences of the enterprise of New Brunswickers is afforded by the fact that the Province has the greatest number of miles of Railway, in proportion to population, of any country in the world.

The Provincial Government has always been ready, by liberal grants of money and land, to support every projected railway. Half a century ago, when the total population of the Province did not exceed 120,000, an association was formed at St. Andrews for the purpose of promoting the construction of a line of railway from that port to Quebec, on the St. Lawrence. The association was organized on the 5th Oct., 1835, under the title of the "St. Andrews and

Quebec Railroad Association," with a membership of fifty. An exploratory survey of the proposed route, the cost of which was defrayed by subscriptions of the members of the association, was commenced on the 28th Oct., 1835. The route surveyed was from St. Andrews to Richmond, between Houlton, Me. and Woodstock, N. B., thence northerly, nearly parallel with the boundary line between Maine and New Brunswick, passing two miles east of Mars Hill; thence north-westerly, through the famous "Aroostook Region,"—crossing the Aroostook River, just below the mouth of the Big Machias, the Allegash about one mile below the first lake, and the St. John about fifteen miles below the Forks—to

Spruce Mountain, near the Quebec boundary line, wherethe party from New Brunswick were met by one from Quebec.

The whole of the territory through which the line was run was supposed to belong to New Brunswick. The State of Maine claimed the greater portion of it, however, and protested most strongly against the construction of the road until the question of ownership was settled. This protest, and the subsequent award, under the "Ashburton Treaty," of the greater portion of the disputed territory to the State of Maine, was a great blow to the hopes and prospects of the promoters of the scheme, and caused the discontinuance of the work for several years. The project was revived in 1845 and, with the assistance of English capital, the road was carried through from St. Andrews to Richmond, with a branch line to Woodstock, N. B., and one to Houlton, Me., from Debec Junction, and a branch from Watt Junction to St. Stephen.

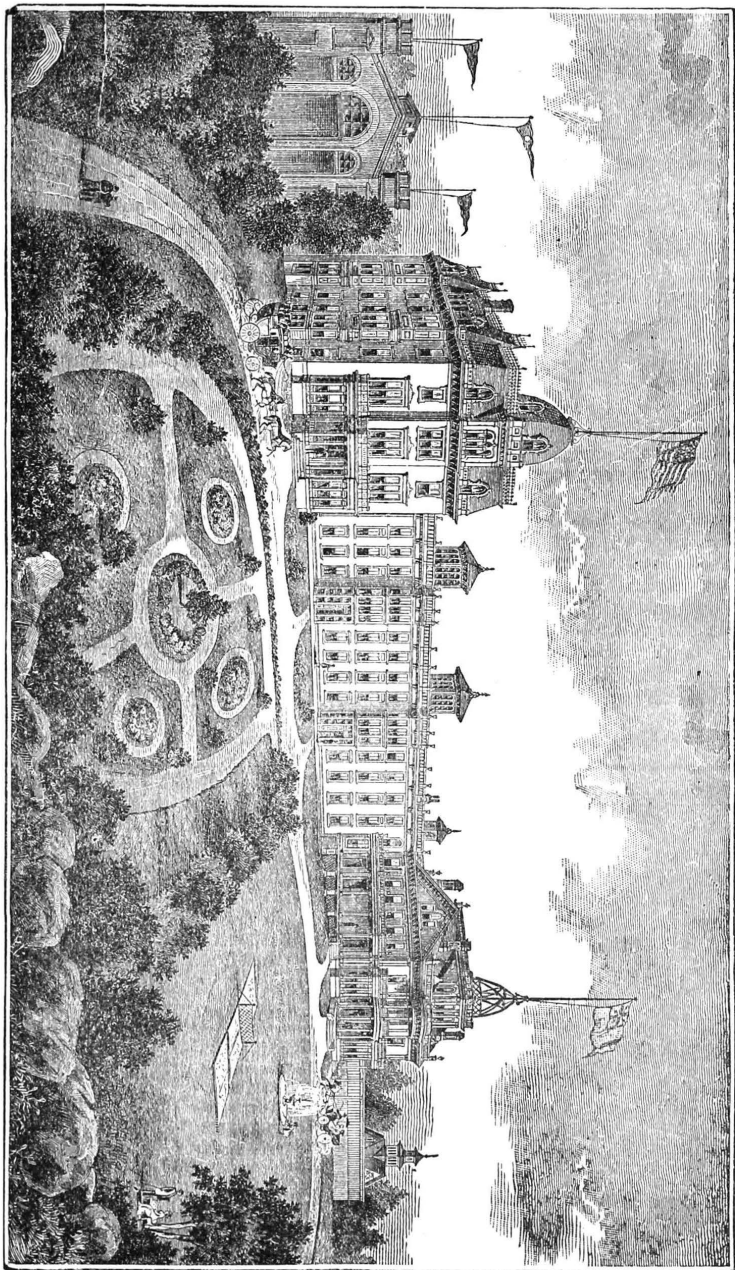
S. R. FOSTER & SON
SHOE NAIL & TACK
NAIL CAPACITY
CUT NAIL 20,000 KEGS PER ANNUM WORKS

ST. JOHN, N.B.
OFFICE, WAREHOUSE & WORKS, 9 TO 13 GEORGES STREET,
ST. JOHN, N.B.

Samples can be seen and prices for export obtained at office of **IRA CORNWALL, Jr., Agent General of New Brunswick, 24 Chapel Walks, Liverpool, England.**

Grading of the road was commenced at St. Andrews in Nov., 1848; the first 34 miles of road was opened for traffic on the 1st Oct., 1857; to Richmond in July, 1862; the branch to St. Stephen in Jan'y, 1866, and the one to Woodstock in Sept., 1868 — Richmond as a terminal point being abandoned on the completion of the Woodstock branch. The name of the company was changed in May, 1856 to the "New Brunswick and Canada Railway and Land Co.," and the road was known as the New Brunswick and Canada Railway Co. until 1882, when it became a portion of the present New Brunswick Railway. Such is the history, in brief, of the first railway projected or commenced in British America.

The English Government favored the construction of a line of railway from the Atlantic seaboard to Quebec for military as well as commercial reasons, as it would afford a safe and speedy means of transportation at all seasons,



Castle Hotel, Mt. Pleasant, Portland, N. B. (Under Construction)

whereas the navigation of the Gulf and River St. Lawrence was attended with many difficulties and dangers, and the River was frozen up nearly seven months of the year. They granted the St. Andrews & Quebec Company £10,000 to defray the cost of the second survey of their line; they also expended £16,000 in the survey of the Intercolonial. It may be stated in passing that both of these lines, as originally projected, were to have been laid with wooden rails.

There are several projects for connecting the railway system of New Brunswick with that of Quebec; each has its own peculiar advantages, but which will be the route decided upon is a question involved in a very considerable amount of doubt and political intrigue. If the question was to be decided upon the merits of the rival routes, the "Megantic" would be awarded the preference. It is the shortest and most direct line to either Montreal or Quebec; only a short section of road would be required to be built to connect existing roads, and with St. John as its seaport, it would command the greater portion of the import and export trade of the Dominion.

There are two great railway systems in the Province—the "New Brunswick" and the "Intercolonial,"—supplementary to each other however, and forming one grand system.

The "New Brunswick Railway" system comprises the old Western Extension, lately known as the St. John & Maine Railway, from St. John to Vanceboro, Me., 92 miles; the Fredericton Railway, from Fredericton Junction to the Capital, 22 miles; the New Brunswick and Canada, from St. Andrews and St. Stephen to Woodstock, N. B., and Houlton, Me., 128 miles; the original New Brunswick Railway, from Gibson, opposite Fredericton, to Edmundston, 170 miles; the Aroostook Railway, from Aroostook to Presque Isle, Me., 34 miles, or a total of 446 miles.

Speed, comfort and safety are the watchwords of the managers of this network of railways. The line is thoroughly well ballasted throughout; steel rails and iron bridges are the rule; the cars are handsomely fitted, their heating, ventilation, and lighting, of the best. Pullman Parlor and Sleeping Cars,—those luxurious necessities of American railway travel,—are run on all

CROSSCUP AND WEST
ENGRAVING CO.
 702 CHESTNUT ST. PHILADELPHIA.
 THE IVES' PROCESS, THE LATEST INVENTION IN ENGRAVING.
 ENGRAVINGS MADE DIRECT FROM NATURE, PHOTOGRAPHS OR DRAWINGS.
 NO PEN DRAWING REQUIRED. NO HAND FINISHING BY THE ENGRAVER NECESSARY.
 THE ONLY PROCESS BY WHICH ENGRAVINGS CAN BE ARTISTICALLY
 MADE AT ONE-HALF THE PRICE OF WOOD-CUTS.
 STANDS ABSOLUTELY WITHOUT A RIVAL.

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PAT. FEB. 9, 1881.
 AUG. 9, 1884.

Send for Circulars and Price Lists to **CROSSCUP & WEST ENGRAVING CO., Philadelphia, Penn., U. S. A.**

HAYFORD & STETSON,

Saint John, New Brunswick, Canada,

MANUFACTURERS AND DEALERS IN

**All Kinds of Spruce, Pine and Hemlock Lumber,
SHINGLES, LATHS, CLAPBOARDS, STAVES AND HEADING.**

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ROBT. R. ALLAN.

WALTER H. ALLAN.

UNION FOUNDRY.

ALLAN BROTHERS,

MANUFACTURERS OF

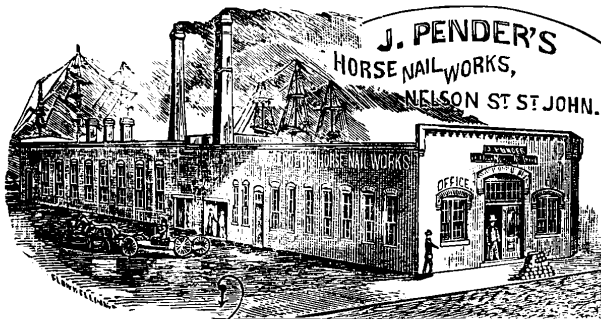
Steam Engines, Mill Machinery,

SHIPS' PATENT AND COMMON WINDLASSES, CAPSTANS,

Cambooses and Castings, Brass Work, &c.

ST. JOHN OFFICE,
19 WATER STREET.

CARLETON, ST. JOHN, N. B.



James Pender,

MANUFACTURER OF

Pointed and Finished

HORSE SHOE

NAILS

FROM

Best Norway Iron.

Samples and prices can be seen at the office of **IRA CORNWALL, Jr.**, Agent General Province of New Brunswick, 24 Chapel Walks, Liverpool, England.

through express trains between St. John and Vanceboro; and last, but by no means least, the officers and employes are courteous and obliging.

The freight and passenger traffic over the various sections of the road is very large, and is growing rapidly. Ample facilities for the proper handling of the business are always at the disposal of the Company. Accidents are of very rare occurrence, and complaints regarding delay of freight are never heard.

The line from St. John connects with the Maine Central, and the railway system of the United States, at Vanceboro, affording a speedy means of communication with all parts of the continent.

The Grand Southern Railway, the only line in the Province west of the St. John River which is not under the control of the New Brunswick Railway

Company, owes its existence to the indefatigable efforts of the manager, J. N. Green, Esq., an American gentleman, who, despite many difficulties and much opposition, built, and now operates the road from Saint John to St. Stephen. The road is thoroughly and substantially built, and is rapidly gaining the favor of travellers and shippers. Some of the finest trout fishing in the Province is to be found in the lakes and streams contiguous to the road. The woods abound with partridge and other small game; and the coasts of the Bay of Fundy, near which the line is located, are the haunts of millions of ducks.

Connection is made at St. Stephen with the Calais and Princeton Railway, and with steamers of the Frontier Line for Eastport, etc. Connection will also be made with the Shore Line Railway, when completed, for Mount Desert and other towns on the coast of Maine. This connection will add materially to the attractions and advantages of the Grand Southern.

The Intercolonial Railway, originally projected as a "military road," between Halifax and Quebec—the two most important military posts in Canada—is probably the most thoroughly built and equipped road in existence. The military idea was adhered to from the outset, both in location and construction of the road, the line being run as far as possible from the American boundary, and everything connected with its construction being of the most solid and substantial character. A more circuitous route could hardly be found, and if the Engineers had been fugitives from justice, they would not have chosen a more secluded route, or one farther from the habitations of man, than that through this Province. All the large and important towns of the North Shore of the Province were avoided, necessitating the building of branch lines, depriving them of the benefits of through railway communication, and involving the loss to the road of thousands of dollars yearly for freight and passenger traffic. As a commercial route to Quebec, the Intercolonial is not a success. For scenic attractions and pleasure travel, it will compare most favorably with any route in America. The line is laid with steel rails throughout; iron bridges are used exclusively; the rolling stock is of the best description; the



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stations are neat and comfortable, and the employes attentive to their duties and courteous to the patrons of the road.

The main line runs from Halifax to Quebec (687 miles), connecting at Windsor Junction with the Windsor and Annapolis Railway; at Truro, with a branch line for Pictou; at Spring Hill, with the Cumberland Railway for Parrsboro; at Painsiee Junction, with the line from St. John to Point du Chene; at Kent Junction, with the Kent Railway for Richibucto; at Chatham Junction, with line to Chatham; at Dalhousie, with line to Dalhousie, and at Pt. Levis, opposite Quebec, with railways to all points in Canada and the United States. The line from St. John to Point du Chene (107 miles) is the oldest, best built, and best paying section of the Intercolonial. It was built by the Province and transferred to the Dominion Government at Confederation. The first sod was turned September 10th, 1853; the first train was placed on the road 17th March, 1857, and the first train through to Moncton on the 18th July, 1860. The line connects at Hampton with the St. Martins & Upham Railway for St. Martins; at Petitcodiac, with a branch line to Elgin; at Salisbury, with the Albert Railway for Hopewell, and at Point du Chene with steamers for Prince Edward Island. The total mileage of the Intercolonial is 846 miles, 335 of which is in New Brunswick, and 191 in Nova Scotia. The mileage of the connecting lines in New Brunswick (133) and Nova Scotia (295) added brings the total of the Intercolonial system up to 1,274 miles, 36 per cent. of which, or 460 miles, is in this Province. The total railway mileage of the Province is 996 miles—one mile of road for every 325 inhabitants! The lines projected, or under construction, will increase the mileage of the Province about fifty per cent.

TABLE

SHOWING

The Dates of Opening and Closing of Navigation on the St. John River.

| Year. | Opened. | Closed. |
|-------|----------|---------|
| 1825, | Apr. 15, | Nov. 20 |
| 1826, | " 17, | " 14 |
| 1827, | " 6, | Dec. 3 |
| 1828, | " 20, | Nov. 19 |
| 1829, | " 17, | Dec. 15 |
| 1830, | " 18, | Nov. 29 |
| 1831, | " 10, | Dec. 1 |
| 1832, | May 3, | Nov. 15 |
| 1833, | Apr. 10, | " 5 |
| 1834, | " 11, | " 17 |
| 1835, | May 1, | " 28 |
| 1836, | Apr. 28, | " 14 |
| 1837, | " 17, | " 9 |
| 1838, | May 1, | " 25 |
| 1839, | Apr. 23, | " 23 |
| 1840, | " 16, | " 23 |
| 1841, | " 27, | " 27 |
| 1842, | " 24, | " 22 |
| 1843, | " 26, | " 14 |
| 1844, | " 14, | " 22 |
| 1845, | " 23, | Dec. 4 |
| 1846, | " 6, | Nov. 28 |
| 1847, | May 2, | " 20 |
| 1848, | Apr. 19, | " 13 |
| 1849, | " 8, | Dec. 1 |
| 1850, | " 30, | Nov. 27 |
| 1851, | " 26, | " 21 |
| 1852, | " 30, | Dec. 12 |
| 1853, | " 18, | Nov. 25 |
| 1854, | May 7, | Dec. 10 |
| 1855, | Apr. 27, | Nov. 20 |
| 1856, | " 25, | " 15 |
| 1857, | " 17, | " 26 |
| 1858, | " 22, | " 11 |
| 1859, | " 15, | " 23 |
| 1860, | " 25, | " 26 |
| 1861, | " 18, | Dec. 2 |
| 1862, | " 24, | Nov. 25 |
| 1863, | " 26, | " 26 |
| 1864, | " 21, | " 25 |
| 1865, | " 1, | " 27 |
| 1866, | " 10, | " 20 |
| 1867, | " 24, | " 16 |
| 1868, | " 26, | " 16 |
| 1869, | " 21, | " 25 |
| 1870, | " 11, | " 27 |
| 1871, | " 10, | " 20 |
| 1872, | " 28, | " 26 |
| 1873, | " 26, | " 11 |
| 1874, | " 24, | " 17 |
| 1875, | May 2, | " 17 |
| 1876, | Apr. 24, | " 29 |
| 1877, | " 15, | " 23 |
| 1878, | " 20, | Dec. 18 |
| 1879, | " 29, | Nov. 21 |
| 1880, | " 24, | " 22 |
| 1881, | " 2, | " 21 |
| 1882, | May 1, | " 26 |
| 1883, | Apr. 22, | " 28 |
| 1884, | " 21, | " 28 |

STEAMBOATS.

THE pioneer of steam navigation in New Brunswick, the "General Smyth," arrived at Fredericton from St. John on the 21st May, 1816.

Previous to this date the whole freight and passenger traffic of the St. John had been carried in small schooners. The business had assumed such large proportions, and communication by sailing craft was so tedious and uncertain, that the Provincial Government passed an Act in 1812 "to encourage the construction of a passenger boat, to be worked by steam, to facilitate the communication between St. John and Fredericton," and granted the exclusive right of steam navigation of the St. John to certain parties for a term of ten years.

The St. John has always been a favorite route for travel—50,000 people travelled over the route between St. John and Fredericton in 1851. This was before the opening of the railways to Fredericton, Woodstock, and other points along the river. Notwithstanding the competition of the railways the river route remains a prime favorite among travellers and shippers. At the present time there are seven passenger steamers, about twenty tow boats and over two hundred schooners and woodboats constantly employed in the freight and passenger traffic between St. John and Fredericton, up the Kennebecasis and Washedemoak Rivers, and to Grand Lake.

Steamers run from Fredericton to Woodstock and Grand Falls, and from Grand Falls to Edmundston during the spring and fall freshets.

The "Union Line" owns the two largest steamers, and do the largest part of the business between St. John and Fredericton.

All of the steamers running from St. John are small side-wheeled craft, safe, speedy, and comfortable, however, well-equipped and furnished, and officered by men who know their business.

The steamers running above Fredericton are smaller than those running below, are flat bottomed, and have a large paddle wheel at the stern. This style of construction is necessary owing to the shallowness of the river and the rapidity of the current—several stiff rapids and one fall, of about three feet perpendicular, are met between Fredericton and Woodstock. The first trip between the two places was made in the steamer "Novelty" on the 30th April, 1837.

Either the difficulties and dangers which beset navigation of the Bay of Fundy are greatly misrepresented, or the officers of the steamers employed on it are exceptionally careful. Despite the thick, impenetrable fogs which frequently visit it with sudden sweep and gloom; despite its strong currents, its wild waves and barren rocky shores, fewer lives have been lost upon it and less wrecks have occurred among passenger vessels than on

any other of the world's water ways having the same amount of traffic! Even the small sailing craft which plied between St. John, Boston and New York and the ports of Nova Scotia, before the introduction of steamers, made their trips with regularity and despatch.

The International Steamship Company have done the carrying business between St. John and Boston for nearly thirty years (their boats making from two to four trips per week each way, and carrying from two hundred to six hundred passengers per trip), yet during all this time they have never lost a passenger and but two of their steamers—the "New England" and the "State of Maine" have been wrecked.*

The steamers between St. John, Digby, and Annapolis, Nova Scotia, have also been specially fortunate—no loss of either passengers or vessels having occurred since the line was established in 1827!

These steamers make from two to four trips per week each way—the run occupying about six hours—and carry large numbers of passengers, connection being made at Digby with Western Counties Railway for Yarmouth and intermediate stations, and at Annapolis with the railway for Halifax. A small steamer runs weekly from St. John to Yarmouth, and communication with Grand Manan (see page 74), St. Andrews and St. Stephen is also maintained—the steamer "Flushing" making weekly trips to those places.

*The "New England" was burned at St. John several years ago; rebuilt and run aground at the Wolves (a group of Islands in the Bay of Fundy), repaired, name changed to the "City of Portland," and finally destroyed by fire at Portland, Maine, last spring. A few weeks later the "State of Maine," their newest and finest steamer, ran aground at Point Lepreaux in a fog. Patrons of this favorite line will be pleased to know that the "State of Maine" and another steamer, her counterpart in every particular, will be placed on the route in the spring of 1885, and that the Company will be better prepared than ever before to minister to the comfort and pleasure of visitors to New Brunswick.

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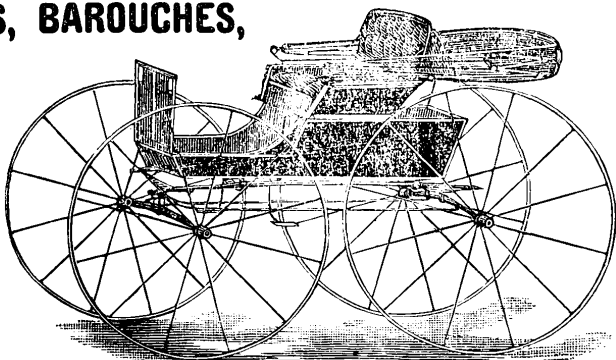
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The Furness Line of Steamships (referred to on page 19) is growing rapidly in public favor, and is destined to become one of the institutions of the port.

The northern ports of the Province are well supplied with steam communication with Prince Edward Island, Nova Scotia, and the ports along the Gulf and River St. Lawrence.

It will be seen from the foregoing sketch of our railway and steamboat lines that nearly every portion of the Province may be easily and quickly reached, and that the facilities for either pleasure or business travel are very great.

The stage lines, which penetrate the bye-places of the Province, are literally "one-horse affairs," well suited to the requirements of drummers and fishermen, the two hardest, most enterprising and fatigue-despising races of men.

THE ATTRACTIONS

of the Province of New Brunswick are very great, the drawbacks few and insignificant. The lover of nature will find here an endless variety of hill and dale, of broad level plains and bare rugged mountains, of rivers and lakes and streams, babbling brooks, glittering like silver threads in the sunlight, and the noble river, flowing on peacefully toward the mighty ocean, and anon plunging with sullen roar and mighty grandeur down some deep dark gorge, whose rocky, spray-washed sides, reeking with ooze, hang trembling over the angry waves; and trackless forests, whose dim-aisled shades have never echoed the ring of the woodman's axe, or heard the short, sharp crack of the hunter's rifle. The many-hued autumnal foliage of our forest trees has been the theme of many a poet and artist. Here are the haunts of the moose, the bear, the deer, and many other varieties of game, feathered and fur-bearing. Salmon, trout and other game fishes are abundant and practically free to all.* Here, also, the civilization and progress of the nineteenth century clasps hands with the "Acadian" simplicity and primitive habits of the seventeenth century; and the mythological legends of the vast tribes of Indians who peopled the wilds of America "many, many moons ago" still cluster around many localities. But few living relics of these tribes remain (1401, according to the census of 1881), and they are sadly disfigured by time and rough usage.

The advantages and attractions of the Province for the farmer, the mechanic, the manufacturer and the business man are pretty fully dealt with in the Introduction to this work; tourists, pleasure-seekers and others will find on pages 73 to 88 descriptions of the principal towns, with the population, leading business, or scenic attraction of each, with the route,† distance and fare from St. John to each place.

*See Fish and Game Laws. Full information regarding the best fishing and shooting grounds of the Province will be gladly furnished by Mr. J. Dalzell, St. John, N. B., an authority upon such matters.

INDEX RAILWAYS AND STEAMBOATS.

† The railway lines are designated by a capital letter thus:—

G.—Intercolonial Railway; G1, G2, G3, etc., indicate different sections of that line, so also with the other railways; S stands for steamboat, the small letter following it indicating the line. Stage lines are indicated thus: *2, *3, etc. These letters are placed on the Time Table of the various lines and used as an index thereto, as follows:—

G.—Intercolonial Railway.

G1.—St. John to Halifax.

G7.—Moncton to Quebec.

Branch Lines and Connecting Roads of the Intercolonial.

G2.—Point du Chene Branch.....Painsec Junction to Point du Chene.

A.—Albert Ry., Salisbury to Hopewell. B.—Chatham Ry., Chatham Junction to Chatham.

C.—Elgin Ry., Petitcodiac to Elgin. M.—St. Martins Ry., Hampton to St. Martins.

J.—New Brunswick Railway.

- J2.**—St. John to McAdam Junction. **J4.**—McAdam Junction to St. Andrews.
J7.—McAdam to Woodstock. **J6.**—Do. St. Stephen.
J11.—Fredericton to Woodstock. **J13.**—Woodstock to Edmundston.
D1.—Fredericton Branch. Fredericton Junction to Fredericton.

E1.—Grand Southern Railway. St. John to St. Stephen.

STEAMBOATS.

- Sh.**—Frontier Steamboat Co. Eastport, St. Andrews and St. Stephen.
Sl.—International S. S. Co. St. John, Eastport, Portland and Boston.
Sl.—Str. *Flushing*, St. John, Gd. Manan, Eastport, Campobello, St. Andrews and St. Stephen.
Sn.—Union Line. St. John and Fredericton. **So.**—*May Queen*. St. John and Grand Lake.
Sp.—*Soulanges*. St. John and Washademoak.

The following tours from St. John embrace all of the most prominent towns in the Province :—

Route 1.—Grand Southern Railway to St. George (see page 75) and St. Stephen (75). The Magaguadavic Falls, Lake Utopia and the Granite Quarries and works at St. George ; and the mills, factories, etc., at *Milltown*, two miles above St. Stephen, are worth visiting.

New Brunswick Railway, from St. Stephen to McAdam Junction—where a tedious delay and a good dinner are sure—Canterbury (87), Woodstock (73), Andover (82), Grand Falls (86), and Edmundston (77). Grand Lake, 18 miles from Canterbury, between New Brunswick and Maine, is a famous fishing resort. The Lake is 24 miles long, from 1 to 4 miles wide, and well stocked with trout of large size. A trip up the Tobique from Andover would be a pleasant variation of the route. Grand Falls cannot be described ; it must be seen and heard to be appreciated. The return trip, from Grand Falls to Woodstock and Fredericton, should be made by steamer, if possible. The N. B. Railway runs along the east bank, and in full view of the river for the greater part of the way. Fredericton (88) the traveller will be loth to leave ; two or three days may be pleasantly spent in visiting the public buildings, Gibson, on the other side of the River, will demand considerable time and attention. Fredericton boasts of two first-class hotels—the “Barker” and “Queen,” noted for their cuisine—whose management and general equipment are unsurpassed east of Boston. (See 2nd page of Cover.) Fredericton is the best point from which to reach the head waters of the Miramichi. Fredericton to St. John by “Union Line” steamer ; passing Oromocto (81), Sheffield (82), Maugerville (81), Gagetown (80), Westfield (77), etc. The sail down the River is delightful. Numerous flat, grassy islands dot the broad bosom of the river, and broad alluvial plains are seen on either hand. The graceful, drooping-branched elms, scattered over plains and islands, give a weird beauty to the scene. Sixty miles down the islands disappear, the banks become steep and high, and the river assumes the appearance of a lake. Long Reach, a broad, straight expanse of the River, 16 miles long, 1 to 3 miles wide ; Grand Bay and Kennebecasis Bay are passed over only too quickly. Boar’s Head and Green Head (see view) form the jaws of the “Narrows”—a rocky gorge, about a mile long, with perpendicular walls of limestone, through which the river empties into the basin above the Falls at Indiantown (49), the terminus of our trip.

Route 2.—New Brunswick Railway to Fredericton, Gibson, Woodstock, Grand Falls and Edmundston. Returning via McAdam to St. Stephen ; Frontier Line to St. Andrews (74), Eastport, Me. ; International S. S. Line to St. John.

Route 3.—New Brunswick Railway to McAdam, Woodstock, etc. ; returning as in Route 1 or 2.

Route 4.—Intercolonial Railway to Hampton (76), Sussex (77), Petitcodiac (87), Salisbury (87), Moncton (87), Painsec Junction (87), Shediac (87), and Point du Chene (87). A pleasant side trip to St. Martins (81) may be made from Hampton. At Sussex the traveller will be in the heart of the finest agricultural section of the Province. The Manganese Mines at Markhamville (77) can be easily reached from here. Connection is made at Salisbury with railway for Hillsboro. Persons wishing to visit P. E. Island will take steamer at Point du Chene for Summerside, returning same way, or via Pictou, N. S., to Sackville (87),—crossing the great Tantramar Marsh,—Dorchester (89), Memramcook, Painsec, Moncton, etc.

Route 5.—I. C. R. to Moncton, Kent Junction—branch to Richibucto (76), Chatham Junction—branch to Chatham (78), Bathurst (75), Dalhousie (80), Campbellton (80), Metapedia (80), and Quebec. Return same way, or by steamer to Point du Chene.

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PARTRIDGES—from 1st March till 20th September. **Woodcock, Plover and Snipe**—from 1st March to 15th August, **Ducks and Geese**—from 15th May to September 5th.

SALMON—from 15th September to 1st March. **Trout**—from 1st October to 1st January.

LICENSES, Etc.—Non-residents, for hunting, \$20 per year from 1st September; Officers in Her Majesty's Service, \$5 per year. No license required for fishing, but as most of the Salmon Streams are leased, fishing permits are required from the Lessees. The usual charge is \$1 per rod per day. Trout fishing free to all, except on a few lakes near St. John, privileges for which can be easily obtained. Fishing and hunting from Sunset on Saturday night till Sunrise Monday morning strictly prohibited. For further information apply to

J. deWOLF SPURR, Chief Game Commissioner, St. John, N. B.

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