

FACTS
CONCERNING
THE FERTILE BELT
OF THE
NEW BRUNSWICK
LAND AND LUMBER COMPANY,
(LIMITED),

NEW BRUNSWICK,
(CANADA).

RT. HON. LORD ELPHINSTONE,
MUSSELBOROUGH, SCOTLAND,
President.

HON. ISAAC BURPEE,
St. JOHN, NEW BRUNSWICK,
Vice-President.

SAINT JOHN, N. B.
J. & A. McMILLAN, 98 PRINCE WILLIAM STREET.
1884.

INTENDING SETTLERS, or other persons, desiring further information respecting the lands described herein, or the terms of sale, etc., may apply to either

RT. HON. LORD ELPHINSTONE,
President of N. B. L. & L. Co.,
MUSSELBOROUGH, SCOTLAND.

HON. ISAAC BURPEE,
Vice-President N. B. L. & L. Co.,
SAINT JOHN, N. B.

or MR. IRA CORNWALL,
Agent General of New Brunswick,
LIVERPOOL, G. B.

FACTS
CONCERNING
THE FERTILE BELT
OF THE
NEW BRUNSWICK
LAND AND LUMBER COMPANY,
(LIMITED),
NEW BRUNSWICK,
(CANADA).

RT. HON. LORD ELPHINSTONE,
MUSSELBOROUGH, SCOTLAND,
President.
HON. ISAAC BURPEE,
ST. JOHN, NEW BRUNSWICK,
Vice-President.

SAINT JOHN, N. B.
J. & A. McMILLAN, 98 PRINCE WILLIAM STREET.
1884.

INTRODUCTION.

THE object of this pamphlet is to set forth the advantages which the domain of the New Brunswick Land and Lumber Company in Canada offers to intending settlers from Europe.

Scarcely any attempt has been made by the Government of the Canadian Province of New Brunswick to bring the extent and value of its agricultural resources under the attention of the people of the Old World. The settlement of the best districts of New Brunswick has, during late years, proceeded rapidly : as soon as roads have been made through unsettled districts, all good land within reach of them has been at once taken up—largely by settlers from England, Scotland and Ireland ; but chiefly by persons born in the Province itself, or in the adjacent Provinces of Quebec and Nova Scotia. About ten years ago, the Provincial Legislature agreed to give the New Brunswick Railway Company a bonus of ten thousand acres of land per mile, to secure the construction of a railway connecting the interior of the Province with existing railway systems. This land was to be taken in the counties along the St. John river and its tributaries ; and in order that the subsidy might be available when called for, it was found necessary to reserve nearly all the vacant land in those counties, although it was being rapidly taken up and occupied by settlers. The railway having been completed, the land grants were duly issued to it, and were afterwards sold by the Railway Company to the present proprietors, the New Brunswick Land and Lumber Company : so that the latter Corporation is now able to offer to intending colonists a magnificent extent of country, lying adjacent to the most thriving settled districts in the Province.

Those who are about to settle in America ought, in selecting a home, to be governed by several considerations—such as the terms upon which land can be obtained, the fertility of the soil, the nearness of good markets, the salubrity of the climate, proximity to the ocean and consequently to Europe, the rate of taxation, and the like. In the laws governing the tenure of property and the rights of citizenship, there is not much difference between one locality and another : personal freedom, the unrestricted right to

transfer real and personal property, exemption from compulsory military service, free public schools, and the absence of religious tests being universal in America; but in many other respects the difference between the various districts open to settlers is very great, and to disregard this fact is one of the greatest errors which settlers can commit. No matter how fertile the soil may be, if the terms of purchase are oppressive, if the cost of transportation of the crop to a market is excessive, if the climate is unhealthy, or the rate of taxation high, a settler will find, when it is perhaps too late, that he had not bettered his position by going to the New World. The important thing for him to do, therefore, is to make a wise choice in the first instance. Many portions of the Western States and territories, which are advertised abroad profusely, while possessing a great extent of fertile soil and yielding luxuriant crops, have so many drawbacks, in the shape of unjust land regulations, the great cost of sending produce to a market, the prevalence of storms, floods and malarial diseases, and require the settler, if he hopes to be successful, to have so large an amount of capital at his disposal, that their advantages do not fully compensate for their disadvantages, and the European settler there will find much to disappoint and discourage him. The occurrence of great floods, covering the whole face of the country for hundreds of miles, sweeping away homesteads, drowning thousands of cattle and other live stock, and scores of human beings, great winter storms, coming without a moment's warning and destroying everything in their path, snow storms impeding travel for weeks together, and occasioning great loss of life, both of men and animals, such as every season are recorded of the western or prairie sections of the United States, are absolutely unknown in New Brunswick.

The settler of average means will also wish to choose a home in a country which is not so far away that it will cost him the greater part of his capital to reach it, and from which, if he ever wishes to revisit the land of his birth, the journey will be comparatively short and inexpensive. He will also prefer a country where the material for his house, his farm buildings, and his fences is cheap, and where fuel is plentiful. He will also desire to take his family, if it is possible, to a place where they will have the benefit of schools, where he with them will enjoy a settled govern-

ment, and have all the advantages of civilization near at hand. One other consideration will also have great weight with him, namely: whether in his new home he can look forward to being surrounded by his fellow countrymen, or if a large colony wish to go from the same neighborhood, they can locate themselves in one place so that their social and religious associations may remain unbroken. Most European farmers will prefer a country where they can practice mixed husbandry or make a choice between the different departments of agriculture, or engage in dairying or cattle or sheep raising, instead of being forced by circumstances to pursue one or two lines of farming alone. In all these particulars the district hereinafter described will compare favorably with any part of America, and in some respects the advantages are all in its favor. No claim is made that it is without drawbacks—no place in the world is—but they are comparatively few, and it may be asserted without fear of disproof that the settler from Europe will find it better suited to his habits of life than any other part of the American continent now waiting development, and will be as well able to establish himself in comfort, and, having given his children a good education, to start them in life under as favorable circumstances as he can in any country which he can select. He may count with absolute certainty upon enjoying from year to year a safe home, a settled government, and a sure reward for his labors.

Comparing the distance to New Brunswick with that to any other British Colony, the advantage will be seen to be with New Brunswick. Of all the colonies offering any large area for agricultural operations, it is the nearest to Great Britain. Its magnificent uplands, clad with luxuriant forest of great and increasing commercial value, and possessing unsurpassed fertility, are only half as far from Europe as the prairies are, while the distance to Australia and New Zealand is from four to five times as great. This of itself is a consideration of the utmost importance, as well to those who wish to settle with their families in the colonies, as to those who desire to establish their sons upon farms in a new country. In these days of swift ocean steamers, and daily mails to America, to remove from the British Isles simply to the other shore of the ocean is scarcely like leaving home, especially as all the surroundings in the new country, so far as the comforts and conveniences of life go, are the same as at home.

In the following pages this district will be described as it is, without exaggerations, which give rise to disappointment, and on their fallacy being exposed cast discredit on what is really reliable.

This section of country will bear to be judged upon its merits. The experience of persons who have settled upon similar land in New Brunswick is the best proof which can be given of the adaptability of the country to farming. The hardships incidental to life in a new settlement are, in New Brunswick, tempered by the proximity of rich and prosperous farming districts, and the completeness of the system of internal communication. Pioneer life, such as the last generation of farmers experienced, is a thing altogether of the past. But they conquered all difficulties, and before leaving their farms to their children, could point with pride to the comfortable homes which they had established by their industry. Progress is more rapid in these later years. In four or five seasons after he first breaks the soil of the virgin forest the farmer of to-day is as far ahead as his predecessor of twenty years ago would be in half a lifetime, so much greater are the facilities and advantages which the present affords. But notwithstanding the disadvantage under which the earlier settlers labored, the new comer will find in their experience and success the strongest recommendation of New Brunswick as a home, and the surest guarantee he can require that the Province will afford him an opportunity to realize a reasonable reward for his industry and secure himself a competency for his declining years. No class of people are so comfortably situated in New Brunswick as the farmers, many of whom landed on its shores with scarcely any capital but stout hearts and willing hands. Scores, yes, hundreds of such men, who, in the land of their birth were, as their fathers before them had been, mere "hewers of wood and drawers of water," now enjoy a green old age on the broad acres which their hands have cleared. They are the lords of the soil, paying tribute to no one, but honored and respected by a community of busy, earnest men. Their sons are landlords too, and they can give their daughters marriage portions in land and cattle. Ask them, and they will tell you that though they have toiled hard, seed time and harvest have never failed, but each year has added to the comforts which former years have bestowed.

CHAPTER I.

GENERAL DESCRIPTION

OF THE

PROVINCE OF NEW BRUNSWICK

AND THE

DOMAIN OF THE LAND AND LUMBER COMPANY.

NEW Brunswick is one of the Provinces of the Dominion of Canada, a vast country extending from the Atlantic Ocean on the East, to the Pacific Ocean on the West, and from the United States on the South, northward as far as the limits of the Continent. The area of Canada is 3,471,392 square miles; its population was, at the last census, 4,315,000, and is constantly increasing. In fertility of soil, healthfulness of climate, and abundance of natural resources, Canada is unsurpassed by any country, and is destined to become one of the greatest nations in the world.

This great Dominion is at present divided into seven provinces and three territories. Of the provinces, New Brunswick, Nova Scotia, and Prince Edward Island lie on the Atlantic sea-board: British Columbia on the Pacific Coast; Ontario, Quebec, Manitoba, and the territories being in the interior. The largest of the Atlantic Maritime Provinces is New Brunswick, which has an area of 27,322 square miles, and a population of 320,000. It lies in the same latitude as Southern Germany, and is all in a more southern latitude than the British Isles. On three sides it is washed by the ocean, — the fisheries on its coast being among the finest in the world. It is intersected by many large rivers, abundantly stocked with fish, some of the best streams in the world for salmon fishing being in New Brunswick. The great quantity and variety of fish is important, because it places this nutritious and wholesome food within reach of every class of the people. This is an advantage which, of course, settlers in the interior of America do not possess.

Its value is attested by the fact that thousands of tons of fish are annually sent from New Brunswick to the West, where they are in great demand.

The geographical position of New Brunswick, the excellence of its harbors, and the character of its produce give it many advantages in the prosecution of trade with Europe, the West Indies, South America, and the United States. This has already assumed large proportions, and when the connexions between the railway system of the Province and that of interior Canada are completed, there can be no doubt that it will assume much greater importance.

The soil of New Brunswick is of high average fertility. There is very little waste land, the mountainous and barren tracts forming only a small fraction of the area of the country. There is a difference in the fertility of different sections, the richest in an agricultural sense being the lowlands along the great rivers, and the uplands of the Upper Silurian formation. Of these latter there are about 3,000,000 acres in the Province, about one-quarter of which is settled, and forms the most thrifty and progressive section of the country. The land to be hereafter particularly described is all upon this formation, and embraces a considerable extent of lowland, or river "Intervales," as they are called.

In strength and productiveness the soil of New Brunswick has been shown to average higher than that of the celebrated farm lands of Western New York, and that of her first-class uplands is fully equal to that of the choicest prairies. Of grains, wheat, oats, rye, barley, and Indian corn yield luxuriantly. All the ordinary root crops thrive wonderfully well, — potatoes raised in New Brunswick being rated highest in the American markets, and the crops per acre being prodigious; of grasses, suitable for pasturage and hay, all the better varieties are grown, and their quality is such that the country is especially adapted for dairy farming, and sheep raising, — New Brunswick mutton being considered among the best sold in the Boston market, which is supplied from various parts of the United States.

The principal fruits are apples and plums; the quality of both being equal to any in the world, and the yield very large. Berries of various kinds are abundant, and the cultivation of strawberries

and raspberries for export, as well as for the home market, is becoming an important industry.

The Climate is salubrious, and malaria is unknown. The natives of the country are conceded to be above the average standard in strength, vigor, and longevity.

The greater part of the Province was originally covered by forests of pine and spruce, and for many years the cutting down and marketing of lumber were the principal occupations of the people,—agriculture taking a second place only for two reasons: first, because the vast forests made the country almost impenetrable; and secondly, because lumbering, as it is called, was a ready means of making a living. Yet by degrees many fine sections were settled, and the adaptability of the country for farming proved so great, that Professor Johnson, F. R. G. S., who reported upon the Province to the Government thirty years ago, classed it among the first sections of America in point of fertility and general fitness for farming. *And at this time the best uplands of the Province were only beginning to be occupied.* Since that time a great impetus has been given to farming by the construction of highways and railways, and the opening of large foreign markets; so that to-day it is far ahead of all other industries in importance, and abundant proof has been given that it will, with its kindred pursuits of sheep and cattle raising, continue to form the principal occupation of the people, and the foundation of the prosperity of the Province.

Of that portion of New Brunswick which remains unsettled, the largest continuous area of first class Farming Land is owned by the New Brunswick Land and Lumber Company, whose total domain consists of 1,650,000 acres, about 1,000,000 of which are of the highest fertility, and adapted for immediate settlement. This land is situated in the north-west of the Province, on the St. John River and its tributaries.

The St. John is the largest river in the Province, and is about equal in size to the Rhine. It rises in the north of the State of Maine, and has a general south-easterly course through New Brunswick to the Bay of Fundy; its length being about 450 miles.

At the mouth of this river is situated the important sea port of St. John: Population—including the adjoining City of Portland

and suburbs—50,000. St. John does a very large trade in lumber with Great Britain and the Continent of Europe; and the lines of railway converging here, and the lines of steamers on the river, give the farmers in all parts of the Province every necessary facility for reaching this important centre for the sale of produce, or the purchase of goods if they so desire; although, as a general rule, the farmers in the interior find a ready sale for all they wish to dispose of to buyers nearer home, and in most cases at their farms themselves.

Eighty-five miles up the St. John, and at the head of navigation for sea-going vessels, is Fredericton, with important suburbs, having altogether a population of about 10,000. This is the Capital of the Province. It has railway connexion with all points, and is an important distributing centre for trade, as well as affording an extensive market for all kinds of farm produce.

Sixty-three miles above Fredericton is Woodstock, a rapidly growing town of 5000 population, situated on the borders of the great Upper Silurian formation above referred to. Its growth and prosperity are all of recent date, and are due entirely to the development of the magnificent agricultural region immediately to the north. Railway trains are almost always constantly passing through Woodstock, laden with the produce of the farms on its way to a market, or with merchandize being carried into the interior. Here also is an important centre for the sale of produce, and it is the nearest of the principal towns to the domain of the Land and Lumber Company.

Above Woodstock, on both sides of the river, and situated at short distances from each other, are numerous towns and villages, the country forming a continuous settlement for one hundred and fifty miles along the valley of the river.

Two great tributaries enter the St. John about fifty miles above Woodstock: the Aroostook from the west, the Tobique from the east. The country through which the former flows is nearly all settled, and has been well called "the Garden of New England." Several towns and numerous villages are here, and a branch of the New Brunswick Railway intersects it.

The country through which the Tobique flows, though in all respects similar by nature to the Aroostook section, is yet, for the

most part, unoccupied, and is now, for the first time, opened to settlers by the New Brunswick Land and Lumber Company, to which it belongs.

Above Woodstock there is scarcely any vacant land in New Brunswick excepting that which belongs to the Company. A few comparatively small tracts yet remain vested in the Crown, or are held by private individuals for speculative purposes. As before stated, the Crown lands were for some years reserved for the railway subsidy; but the subsidy having been provided for, the remaining portion is open to purchasers, and now, as rapidly as roads are constructed through them, they are taken up by settlers, who, the Government returns show, are making marked progress. In this way the settlements have reached the Land and Lumber Company's domain at nearly every point along its western frontier.

A continuous line of railway, aggregating, with its numerous branches, 443 miles in length, and operated by the New Brunswick Railway Company, extends from the City of St. John and the ports of St. Stephen and St. Andrews, to all the principal points in the St. John River valley, and to within 79 miles of the St. Lawrence River, to which it is intended to extend it, so as to connect with the railway system of the interior provinces. The Intercolonial Railway furnishes at present a connexion, though a circuitous one, with the provinces of Ontario and Quebec, and the New Brunswick Railway itself unites with the United States railway system, the latter connexion giving farmers along its line the best facilities for sending their produce to the United States markets. When the St. Lawrence connection is completed, the New Brunswick Railway will become an important through line for traffic between the interior of Canada and Europe, South America and the West Indies; and this will increase the value of all the farms along its route, by extending the market for their productions and making them adjacent to the shortest of the great American transcontinental highways.

A portion of the domain of the Land and Lumber Company is timbered with spruce and pine, as are also adjacent Crown lands on the east. Very extensive lumbering operations are annually carried on upon these tracts, and they afford a ready market for

vast quantities of farm produce of all varieties. Settlers on the Company's lands will have a great advantage in selling to the lumbermen, being nearer the scene of operations than any others.

In brief, the advantages which the domain of this Company offers to a large colony of emigrants, or to individual settlers, are these :

1st. Its extent—there being ample room for a farming population of one hundred thousand persons.

2nd. Fertility—its productiveness being equal to that of any portion of America.

3rd. Nearness to the markets of Europe, the United States and South America, and the excellence of the home market.

4th. Excellence of means of internal and external communication.

5th. The value of the growing timber.

6th. The salubrity of the climate.

7th. The social and political advantages which Canada offers.

These features will now be considered in detail.

CHAPTER II.

EXTENT OF THE DOMAIN.

THE domain of the New Brunswick Land and Lumber Company embraces 1,650,000 acres. It is divided into two nearly equal parts by the River Tobique, a tributary of the St. John. It is compact in shape, and for the most part is in a continuous, unbroken block, although there are several outlying tracts, selected on account of some especial features which recommended them. A better idea can be formed of the extent of this domain, when it is remembered that it is as large as Devonshire, while that portion of it which is embraced in the fertile belt is equal to the County of Kent, or Essex, or Cumberland.

The Railway Company, to which the land was originally granted, had the privilege of selecting what land they wished to take for a subsidy, the only condition being that it should be taken in the Counties of York, Carleton, Victoria, and Madawaska. In this way the Company were able to avoid the objectionable features connected with the system of "granting in alternate blocks," in vogue in the West. Under the latter system, settlers labor under the disadvantage of having adjacent to them extensive unimproved sections, which prevent the construction of good roads, and increase the cost of maintaining Schools and Churches. No matter how much progress the granted Section may make, the adjacent reserved Sections will act as a clog upon it. On the other hand, if settlers go upon the lands of the New Brunswick Land and Lumber Company, they may begin to make their farms on the borders of settlements already established, and enjoying good roads, Schools, Churches, and a regular mail service, and can extend their colony without a break until it meets with other cultivated land. In this way a colony might be begun a few miles east of Grand Falls Station, on the New Brunswick Railway, and be extended in a continuous and unbroken line for thirty miles over the Company's land, and after that for fully as great a dis-

tance over Crown Lands, or until the settlements along the Inter-colonial Railway were met. For the whole distance the land is of the finest quality, and not an acre of it is reserved. This gives an area as large as Yorkshire, every acre of which is not only fit for cultivation, but is of the highest fertility, and upon its borders is a vast timber preserve, and forest filled with game, which any man may hunt who will, and intersected by rivers abounding in salmon and trout. No other Land Company in America can offer such an inducement for the establishment of a large Colony. This is further evident from the fact that the Company itself owns and is now prepared to sell to emigrants one million acres of fertile soil, so situated that it will permit of the location of ten thousand one hundred acre farms, located in such a way that they might, for practical purposes, be said to lie side by side.

The benefits resulting from the system of "continuous grants" may be seen in New Denmark, a Danish Colony, situated on the borders of the Company's land. Here the Provincial Government reserved a tract for Danish settlers exclusively, and a community has been established, numbering in population five or six hundred, in which the settlers have all the advantages of intercourse with people of their own nationality. They have the advantage of Churches, in which a pastor officiates in the Danish language; and of Schools, where a Danish as well as an English education may be acquired. This is considered by the colonists themselves as a great advantage, as when settlers are located among neighbors who speak a different language, and have social customs different from those to which they have been accustomed, the sense of isolation is very great, and the first generation passes away without ever feeling at home in the New World. But in colonies, such as New Denmark, or those which may hereafter be established on the same principle, the settlers fall into the ways of their adopted country without sacrificing all the associations and customs of their native land. The benefit of this is seen in New Denmark, where the settlers are as contented and prosperous as could possibly be desired, and are as firmly attached to their new home as though they were the children of the soil.

Reference has above been made to the connection which will be formed by settlements across the fertile belt between the New

Brunswick and Intercolonial Railway systems. A highway road between these railways must shortly be constructed, and will form the basis of the largest farming district in the Maritime Provinces of Canada, upon soil unsurpassed for fertility in America. As has been intimated, of this central highway thirty miles would be upon the land of the Company. Range after range of farms may be laid out on either side of this main artery, until the whole country has become a net-work of roads bordered by thriving settlements.

Leaving Grand Falls Station, already spoken of, an important railway station, and crossing the St. John river by means of a substantial suspension bridge, well-kept highways will take the traveller in every direction through well-established, prosperous settlements.

Grand Falls is a town of some importance, not only because it is a trade centre for the surrounding country, but also because it is a favorite resort of tourists, who are attracted thither by the remarkable beauty of the scenery and by the excellent angling afforded by the streams in the vicinity.

At seven miles from Grand Falls a drive over a good road will take the settler to the borders of the Company's land. The farms along the road are all thrifty looking. It will be observed that those next adjoining the Company's land are much newer than those nearer the town. The reason of this is that under former land regulations speculators could lock up valuable tracts by paying a small instalment of the purchase money, and under this arrangement the land just spoken of was closed to settlers. A few years ago all such sales were declared void, and this land being thus thrown open for settlement was taken up immediately.

Settlers on the part of the Company's land nearest to Grand Falls, that is, on the western border, will be within an hour's drive of a railway station, whence their produce can be sent to any market, and in the summer season the St. John river will furnish a means of transportation, preventing high freight charges from being possible.

Settlers upon the other side of the Company's land, or the eastern border, would be upon the head waters of the Tobique, a river navigable for large boats capable of carrying several tons

of freight. They would also be near the scene of the great lumber operations, where all kinds of produce can be disposed of for an advance on the prices ruling elsewhere. As the settlements extend southward from the central highway they will reach the thriving farming districts in the Parish of Lorne, and to the northward approach the thickly peopled Parishes of Madawaska County.

It will thus appear that the principal tract of settling land owned by the Company is surrounded on three sides by settlements already well established, and on the fourth side is abutted by fertile Crown lands, into which a colony could extend itself for forty miles, or as far as the line of the Intercolonial railway, and that while the settlers on the borders would have ready access to the markets afforded by the towns and cities, those in the interior would have an independent market at the scene of the logging operations.

Woodstock, already described, and a score of smaller towns in the Province are supported by a district no larger than this.

The manufacture of the valuable lumber, with which the whole country is covered, tends to the speedy establishment of villages, and gives a greater variety of employment to the people than can be afforded by the prairie sections of the West. When the lands of the Company have been fully settled, towns and villages will spring up as they have in other similar districts, and perhaps even more rapidly, because on the streams which intersect it are numerous facilities for the erection of water mills, and the value of hardwood lumber, as an article of commerce, has greatly increased since Aroostook and Carleton Counties were settled.

Reference has hitherto been made chiefly to the great farming tract, which the Company owns west of the Tobique. In addition to what has been described, there are two outlying blocks near the Quebec boundary, which, though principally selected for the growing timber, contain a large area of good settling land. On the south and east of the Tobique there are several comparatively small blocks of farming land, and one large block adjacent to the prosperous new settlements of Beaufort and Red Rapids. This tract is within a short distance of the St. John River and the railway, and is in every way desirable as the site of a colony.

Of the remainder of the Company's domain, say 700,000 acres, no large part is adapted for farming; but much of it will be utilized in course of time for sheep raising, for which it is well suited. It is of great value to the Company as a timber preserve, and under the prudent management of the Company's officers, it will continue for an indefinite time to be the source of a large annual revenue. It should be remembered: first, that the maintenance of the timber preserves will not interfere to any large extent with the free extension of the settlements; and secondly, that their existence ensures to the settlers in the more remote parts of the tract, an excellent market for their produce almost at their doors.

Owing to the abundance of good land at one time held by the Crown in New Brunswick, and the almost nominal terms at which it could then be obtained, farmers have been very prodigal of it, and the system of cultivating extensive tracts superficially, instead of smaller areas thoroughly, has generally prevailed. The census gives the acreage of improved land per head of the population, including merchants, mechanics, laborers, &c., as *six* in the County of Carleton, which, as has already been said, is similar to the Company's land in point of fertility, and in the character of the crops, and the other industries, besides agriculture, for which it is best adapted. Six acres per head of the population may seem a large amount, and it is, but the reason is that systematic cultivation of the soil was for a long time almost unknown in New Brunswick, the farmers of the last generation preferring to clear new land, rather than maintain the fertility of that already under cultivation. In this way very large farms, much of the land being uncultivated, though "improved," became common. This increases the rate of "improved" land in proportion to the population. At this rate, the first-class farming land owned by the Company would sustain a resident population of 150,000 people, and, according to estimates compiled respecting the adjoining County of Aroostook, could produce food sufficient for 600,000 people. It will thus appear that there is upon this tract a field for the establishment of large colonies, to be reinforced from year to year, as the breadth of cultivated land increases, and other industries, besides agriculture, engage the attention of the people.

CHAPTER III.

THE SOIL AND ITS CHARACTERISTICS.

THE luxuriance of the forest growth upon the lands of the Company afford the strongest proof of their fertility. Observers are unanimous in praising the unrivalled beauty and grandeur of these forests.

Dr. Bailey, of the New Brunswick University, writing, in 1864, in his report to the Government of the Province, speaking of the river valleys in the land now owned by the Company, said :

"These intervale lands, while they forbade any attempt at geological exploration, could scarcely fail to attract attention for their evident fertility, and for the very remarkable luxuriance of their vegetation, elms and mountain ash attaining an enormous growth, arbor vitæ, spruce, fir, birch and poplar being very numerous, while the shrubs, herbs and ferns, some of the latter attaining a height of four or five feet, were generally of a kind to indicate great fertility of the soil supporting them."

Of the uplands, Charles S. Lugin, Secretary of the Agricultural Board, thus spoke in his report to the Legislature, made in 1870 :

"The 'ridges,' as the uplands are called by the people, are covered with a luxuriant growth of rock maple, yellow birch and other hard woods. Copious springs of water abound, and the open character of the forest renders it easily cleared. One cannot speak too highly of the fertility of the ridges and their value to the Province. I have passed over some of them and have found for miles the same unbroken succession of luxuriant forest. The trees stand wide apart, very little underbrush obstructs the view, and the whole scene looks more like a beautiful park than an unclaimed wilderness."

It may be explained that the term "ridges" is applied to any land except the flat lowlands in the river valleys. A "ridge" may be five or ten miles wide, and have even less elevation than the surrounding country. The elevation of the surface of the country would be nearly uniform if it were not for the valleys in

which the rivers flow, and the descent into them is generally gradual. To an observer, standing upon the summit of one of the hills at the head of the Tobique, which are by courtesy called mountains, the highest of them being less than 2,700 feet above the sea level, the northern fertile belt of New Brunswick, on which the Company's lands for the most part lie, looks like a broad plain. The greatest altitude of any portion of it is probably not more than four hundred feet above the sea level, and as the ocean is more than two hundred miles distant to the south, it will be seen that the country is practically of uniform altitude, an average ascent of two feet in the mile being merely nominal.

Hon. John Costigan, Minister of Inland Revenue for Canada, says:

"I beg to state that the vacant (*i. e.*, unoccupied) land in Victoria and Madawaska is the largest and best tract of agricultural highland in the Province. The soil is good, and there is an abundance of the best water in the world."

The reader will bear in mind that these expressions of opinion, and others which will be given, as to the value of this land for farming, are from persons not connected in any way with the Company, and are taken from official reports made to the Government of New Brunswick, or that of the Dominion, unless otherwise stated. They are, however, fully corroborated by the observations made by the Company's officers and by those members of the Company who have had an opportunity of seeing the land for themselves.

The soil of this tract has been formed by the "weathering" of Upper Silurian slates and limestone, fertilized by the decaying forest leaves and other vegetation during thousands of years. It possesses the valuable property of increasing in fertility whenever it is first ploughed, the first one or two crops being invariably put in without ploughing. Prof. Johnston, above referred to, after extensive enquiries and explorations said that "of this formation (the upper Silurian) a large part of the richest upland soils of the Province is formed, the fertile, cultivated and equally promising wild lands of the Restigouche, and those on either side of the St. John, rest upon and are formed chiefly from the debris of these rocks."

Of the composition of the soil itself, which he classes as first-class upland, he says :

“The rocks from which it is formed are generally slaty clays more or less hard, but usually crumbling down into soils of considerable strength and great tenacity. Among them are beds of valuable limestone, and so far as I am informed, from the reports of Dr. Gesner, the presence of lime as an ingredient of the slaty rocks themselves, a chemical character of much value, distinguishes the soil of these upper Silurian strata.”

Professors Hitchcock and Goodale, and Dr. Holmes, recognized authorities on this subject in the United States, said in a report to the Government of Maine that the soil in this belt, which extends into Maine, is “the best of upland.” They also say that “it is capable of making an excellent stock-growing country;” that the character both of the soil and climate adapts it particularly to wheat growing, and that its capacity for sheep raising is practically unlimited.

Mr. Ells, of the Canadian Geological Survey, reported that in this northern fertile belt there was over four thousand square miles of area, a very large proportion of which is highly suitable for settlement. He also expressed his belief that if the district were opened to settlers it would be at once occupied.

Much other similar testimony could be given, such as that of Mr. Inches, present Secretary of the Board of Agriculture, who says, “I am well acquainted with the character of the land, and have no hesitation in recommending it for settlement.” Or of Mr. Richard Bellamy, a practical woodsman and farmer of great experience, who says, “I think it is the best tract of land for settlement purposes in New Brunswick.” Or of Mr. E. Jack, one of the best Canadian authorities on forestry and wild lands, who says that—

“For the largest body of good wilderness farming land in New Brunswick, I beg leave to point to the tract lying north of the Tobique (the Company’s estate), embracing nearly a million acres. By far the greater part of it is agricultural land of excellent quality, free from stone, and well covered by a splendid forest of rock maple and other hard woods.”

With the result of the observations of Mr. T. Nealis, a professional woodsman, this branch of the subject will be brought to a close. He is speaking of the Company’s estate. He says :

“ In the month of September, 1880, I went up the St. John to Grand River, which I ascended to the Wagan, and by it crossed to the Restigouche. I then travelled up the north side of the latter river at a distance of about two miles from its bank, for sixteen miles. I found the land excellent for farming purposes for the whole distance. It was generally table land, free from stone and without steep hills. I then crossed the Restigouche and travelled down stream at the same distance from the river on the other side and found the land to be of similar character. The vegetation was very luxuriant. Wild hops, Solomon's seal, choke cherries and high bush cranberries, which usually grow on rich intervalles, here grow on ridges wherever there is a swale. There are neither heaths nor barren lands visible in this country. On my journey from the St. John to the Restigouche I noticed the growth of crop on a Frenchman's farm. It was a second crop and had been sown without manure. The wheat stood as high as my shoulders and the rye was even better.”

Of land of which so many independent observers, with no interest whatever to misrepresent the facts, speak in such terms of approval, it is difficult to speak too highly, but perhaps the best proof which can be given of its real value is afforded by an examination of existing settlements on similar land. All the theories and scientific observations would be worthless if the experience of practical men did not corroborate them.

CHAPTER IV.

MINERAL DEPOSITS.

LITTLE is known of the mineral deposits in this domain. Prof. Hitchcock, above quoted, said in his report upon the geology of Maine, that the portion of New Brunswick now owned by the Land and Lumber Company offered one of the most promising fields for exploration in America; but as yet scientific exploration has been superficial, and necessarily so, owing to the denseness of the vegetation. Of actual prospecting for ores of value there has been none.

It is not probable that upon any part of the fertile belt minerals of economic value will be found in any large quantity, except gypsum, roofing slate, limestone, and perhaps iron. Limestone, of excellent quality, is very abundant, and a valuable bed of slate has been discovered on one of the streams which flow through the most fertile part of the Company's land. Large deposits of iron ore are found in Carleton County, adjacent to the Company's estate, and in the heart of one of the finest farming districts in Canada: so that it is not unlikely that similar deposits may be found on the Company's land.

The great gypsum deposit, which is partly upon the Company's land and partly upon Crown lands, is one of the most interesting and valuable features of this interesting country. The deposit is of unknown extent, but sufficient is visible to supply the commerce of the world with this commodity for an unlimited period. The deposit comes to the south bank of the Tobique River, in a cliff over one hundred feet high and half a mile long. It is known to extend back from the river five miles, and probably reaches much farther. This gypsum, or plaster, when ground, makes a fertilizer of great value. Thousands of tons are quarried and hauled away every year, farmers coming many miles in the winter season for it. It is used either as top-dressing for grass or

as a manure for roots, and it is one of the best means of keeping the natural fertility of the soil from becoming deteriorated. Farmers who have used plaster as a manure will need no argument to convince them that the existence of this great deposit in the centre of the Company's domain is a consideration of the first importance to settlers.

In that portion of the Company's land, not classed as first-class agricultural, there is some reason to believe that valuable metallic deposits may be found.

In most of the streams flowing through this tract gold may be found, though in very small quantities. Gold and silver bearing quartz have also been found.

Ores of copper and lead are known to exist, but have not yet been observed in quantities sufficient to justify working.

The most casual investigation will convince any person that it is impossible to speak with any certainty upon the existence or non-existence of these minerals in paying quantities. Indications favorable to their existence are very numerous, but in our present state of knowledge it is not advisable to express any opinion. Upon a formation, similar to that which crosses the Company's estate immediately south of the fertile belt, the very profitable gold mines of Quebec and Nova Scotia are found; and other valuable minerals are found in Maine. It is therefore not improbable that mineral deposits, besides the gypsum, slate, and limestone, will be found which it will pay to work, and will furnish an additional market to the farmers of the fertile belt.

CHAPTER V.

ADVANTAGES OF SITUATION.

THE importance of an emigrant selecting as his future home a locality from which there is a ready access to a market has already been referred to. The advantage of so doing needs no demonstration, as it will be admitted without argument that the less the cost of transportation, the greater the value of produce will be upon the farm.

It has already been pointed out what facilities the settler on the Company's land will have for reaching the principal domestic markets, in which respect it has been shown that he will be most favorably situated. To the beginner, this is of course the chief consideration. The first question which will suggest itself to him is: "If I have a small quantity of surplus produce, can I sell it?" And the answer is: "Yes." The farmer with a thousand bushels of grain or roots, or the stock raiser with a hundred or more sheep, and a herd of beef cattle, may look to foreign markets, because the magnitude of his sales enables him to bear the expense incidental to exportation; but the majority of farmers, in the first years of their life in a new country, will be more anxious to know whether, if they have a hundred bushels of grain or potatoes, or a fat ox, or half a dozen sheep, they can find a purchaser promptly.

It is in this respect that the New Brunswick farmer's position is of great advantage to him. He is not forced to wait until towns and cities have grown up around him before he can sell the surplus of his small beginnings. For anything which he may raise, from his hay and grain from his fields to the chickens of his barn-yard, there is always a sale. The reason of this is that the Province is so situated that its market cannot be overstocked, the demand from abroad always keeping prices up. There was a time when this was not the case, but now that all kinds of produce are worth as much on the farm as in the city, less the cost of

transportation only, agriculture in the Province is advancing with rapid strides.

But some may ask what inducements are there for me to look forward to farming on a large scale with the view of shipping my produce to England or elsewhere. In answer, it may be said that the Canadian farmer has three foreign markets—Europe, the Eastern States, and the West Indies and South America, the second named being the chief. A New Brunswick farmer has less land and water carriage to reach these markets than any other farmer in the Dominion, and as New Brunswick farm produce is of the highest class, it follows that for purposes of shipment abroad it is worth more than similar produce elsewhere. This has been demonstrated by persons engaged in the cattle trade with England, and is further proved by the fact that thousands of dollars worth of produce are annually sent from New Brunswick to the United States market, where, after paying duties, it can be sold to compete with that brought from the Western States. Eminent authorities agree that no part of America is better adapted for cattle and sheep raising for the European market than New Brunswick, whose ports are nearer Europe than any others in America excepting those of Nova Scotia. No long journey is necessary to reach the seaboard. In two days cattle can be taken from the most remote farm in the Province to a sea port whence steamers sail to Europe. They will thus, besides being carried more cheaply, reach market in better condition than if brought from the far West.

An examination of price lists will show that the price of the staple articles of produce is always higher in New Brunswick than it is in the Western States, and as the productiveness of soil is as great in the former as in the latter, it follows that a greater profit can be derived in New Brunswick from the same expenditure of capital and labor.

The West Indies and South America purchase large quantities of northern agricultural produce. For obvious reasons New Brunswick has not sold much there as yet, but this branch of trade is likely to become very important at an early date. The New Brunswick Railway Company intend to prolong their road to intersect the Intercolonial not far from Quebec, and thus afford

the shortest route through Canada from the Western Provinces to the sea. St. John and St. Andrews, termini of the N. B. Railway, are exceptionally well situated for vessels from the West Indies, and a very large part of the demands of the Western Provinces for the products of southern countries will be brought to those ports, and for return cargoes the vessels will take lumber, manufactures and farm produce. In furnishing these return cargoes New Brunswick has a great advantage over all competitors.

Brief reference has been made to the United States market. By this it must not be understood that farmers themselves go to the United States to sell their produce. In every part of the Province are traders whose business it is to buy produce of all kinds, and pay money for it, the old time practice of compelling farmers either to take merchandize at exorbitant prices in exchange for their produce having passed away as the country became opened up by railways. When farms are within thirty-six hours railroad travel of the largest markets of America, their owners are able always to secure the best prices for whatever they may have to sell.

This brief review will show that a settler upon the Company's land has advantages in point of location far exceeding those enjoyed by settlers in any other part of the Continent, where large tracts of land are open to new comers. It is such facts as these which have led to the occupation of land in the St. John River Valley to such an extent that scarcely an acre fit for tillage remains vested in the Crown.

CHAPTER VI.

SHEEP-RAISING.

A VERY large section of the Company's land is better adapted for sheep-farming than for agriculture. There are extensive areas, not included in the Fertile Belt, which would make excellent sheep runs. In the opinion of so excellent an authority as Professor Brown, of the Ontario Agricultural College, and one who has had an extensive experience in sheep-raising in Scotland, no better investment need be wished than would be afforded by sheep-farming in New Brunswick. He gives the following estimate of the expense and profit of a sheep run. His estimates and his report upon the adaptability of New Brunswick for this industry have attracted much attention in the Province of Ontario, and Prof. Brown thinks will lead to investments being made in the business by some of his fellow provincialists. He says:—

“British Columbia excepted, you hold now the only extensive and naturally suitable lands in the Dominion for the cheap production of wool and mutton. At a rough under estimate, there are in New Brunswick and Nova Scotia some 2,000,000 acres of sheep runs, outside of all arable bush, rock, water, meadow and the richer cattle grazing of the valleys. These should carry such a number as to produce annually, not maintain, but to sell off every year, 40,000,000 pounds of mutton and 2,000,000 pounds of wool— an annual gross revenue of, say, \$2,300,000. This is no wild speculative calculation, but one based upon my own handling of the same subject in Scotland and Ontario and upon the experience of other Canadian flock masters. The subject has two aspects— an inside one and an outside one: the system of breeding, rearing and furnishing all the flock, or the bringing from a distance and furnishing of the runs during October. On the former there may not yet be sufficient arable area to produce fodder and grain for winter maintenance to give encouragement to large enterprise— that is, thousands in place of hundreds of sheep on one range. This would be the independent and, provincially, the most progressive and wealthy plan.

“But it is not the one for immediate speculation and greatest profits. If sufficient blocks of land of the right stamp can be had to rent or pur-

chase at reasonable figures, I am satisfied the migratory system would be best. From Scotch experience of a similar character, as well as knowledge of what can be done with sheep in Ontario, and making allowance for all possible contingencies, a capital of \$12,000, properly handled, would make the following annual history:—

SHEEP GRAZING IN NEW BRUNSWICK AND NOVA SCOTIA.

(Area required, 6,000 acres.)

Cost of 2,000 shearlings in Ontario, averaging 100 lbs., 1st May, at \$5,	\$10 000
Expense of purchasing and concentrating,	500
Freight, 15 cars, Toronto to Moncton,	1 200
Food by rail,	100
Capital required,	\$11 800
Two shepherds, six months,	400
Assistance shearing,	150
Freight, to seaboard, 1st November,	300
Grazing, 50 cents per head,	1 000
Interest on capital,	500
Incidentals,	200
Total debit,	\$14 350
Clip of 2,000 head, 15th May, medium wool, 7½ lbs., at 15 cents,	\$ 2 250
Value of 1,940 (60 deaths) at seaboard, averaging 140 lbs., at 5½ cents,	14 838
Total credit,	17 088
Balance, being clear profit, per annum,	\$2 738

“Double the rent, if you choose, and allow for greater loss than I have done, and there would still remain a large margin of profit—so large as to throw doubts on the whole character of the estimate.”

Mr. Lugin, when Secretary for Agriculture, caused a series of enquiries to be made among the farmers in all parts of the Province in reference to sheep-farming, and he was able to report that it was found, when conducted simply as one of the branches of a general farming business, to pay a profit of at least 30 per cent. per annum. Mr. J. D. M. Keator, one of the best known farmers of New Brunswick, in writing lately to the *St. John Telegraph*, said that sheep-raising was beyond a question the most profitable business in which the members of his calling could engage. This fact is well understood, and thousands of sheep are annually raised for the United States market, especially by the farmers in the St.

John Valley. Something has been done in the way of shipping mutton to England, and it has been demonstrated that the business can be profitably conducted; but the demands of the American market are sufficient to take all the surplus sheep which New Brunswick will have to sell for many years to come.

The quality of New Brunswick mutton being superior to any other which finds its way into the market of the cities in the Eastern States, the farmers who have sheep to sell experience to the full extent the advantages of their situation alongside a great trunk line of railway which gives direct and speedy connexion with those cities. To most persons a sheep run is associated with remoteness from cities and the centres of population; but in New Brunswick the best ranges for sheep are within two days' journey from one of the best markets for mutton on the Continent.

The home market will take all the wool: the product of wool in Canada not being equal to the demand, and the domestic market for woollen goods being as yet largely supplied from abroad.

CHAPTER VII.

A CENTRAL POINT.

IT may be mentioned that in the heart of the Fertile Belt, on what is known as the Sisson Branch of the Tobique, is a natural water power of large volume, and admirably adapted for the seat of a large woollen mill or other manufactory. Water powers abound all over the domain, but this is worthy of especial mention on account of the volume of the stream and the central location.

Near this point we may look for the establishment of a considerable town, as it is surrounded for miles on all sides with land eminently fitted either for farming or sheep-raising, and is within easy reach of the best lumber reserves in the Province. Streams abounding in salmon and trout and picturesque lakes are near at hand. The scenery in the neighborhood of the lakes is wonderfully attractive, a score of mountain peaks, not high, but singularly rugged and interesting diversify the landscape, making what is sure to become a favorite resort for tourists in the summer season. Very little of this rough land is upon the Company's estate, nearly the whole of it being Crown Land in the County of Northumberland.

The area of this rugged district, which indeed has not yet been fully explored, is about three thousand square miles. It is proposed, and the idea will probably be acted upon, to convert it into a great Provincial Park and Lumber Preserve. Enough is known of it to know that it is not adapted for farming. In this region the moose, the deer, the caribou, and the bear abound, other fur-bearing animals are numerous, and a hundred streams and lakes furnish delight for the angler. The headquarters for tourists into this interesting wilderness must be at some point on the Company's estate, and it will probably be near, if not at the Nictau, or forks of the Tobique, a most beautiful spot only two miles from

the Sisson Branch water power. Some of the best farming land, both upland and intervale, is to be found at Nictau, there is a good highway road to within five miles of it, and settlers there would have good neighbors in the thrifty people of Lorne, a few miles further down the Tobique River.

Within five miles of Nictau are a score of excellent mill sites. Situated in the heart of a forest country, where the supply of the most beautiful hardwoods is practically inexhaustible, and the remaining stock of pine and spruce exceedingly large, it follows, that as the settlement of the country progresses, large manufactories of wooden goods will be located here. Within a few years, it is confidently expected, the duties on lumber imported into the United States will be removed, and the result will be to enhance the value of every acre of forest in New Brunswick, and give a great impetus to the manufacture of wood into shape suitable for export. It will lead to the utilization of much lumber which is now wasted, and mills will be erected for this purpose wherever they can be located with advantage.

Indeed everything points to Nictau as a future centre of population. It is midway between the two railway systems, convenient of access to the people who may settle upon two million acres of the finest farm land, is near one of the best districts for sheep-farming in the Province, the greatest lumber preserves, and the future Provincial Park. The children of the settlers who are first to occupy the land here will, if the history of other localities with half its advantages is repeated in the case of Nictau, be the citizens and land owners in one of the most important inland towns in the Province.

CHAPTER VIII.

MEANS OF COMMUNICATION.

LITTLE remains to be said upon the question of means of communication except what has already been incidentally touched upon in the previous chapters. Until the settlement of the country warrants the construction of a branch railway through the heart of the Fertile Belt to Nictau, Grand Falls, on the New Brunswick Railway, will be the principal depot for the trade of settlers on the Company's land. From this, as from all other stations, and in fact in all the settled parts of the Province, excellent highway roads, with good bridges over the rivers, extend in all directions. These roads and bridges are maintained without exception by grants from the Provincial Treasury, and by what is known as "statute labor;" that is, every male inhabitant of the country has to do three days' work upon the roads, and an additional amount regulated according to his property, the maximum rarely exceeding a week. Those who desire may pay a small sum of money instead of doing the labor, but most persons prefer to do the work; first, because it ensures better roads, and secondly, because the road surveyors always select a time for the work to be done when the farmers can spare a few days from their fields. This labor and the money grants have secured the Province a very excellent system of roads and bridges, and there is not a toll-bar or toll-gate in all New Brunswick. A company did construct a toll-bridge over the St. John River, near the City of St. John, but the Provincial Government purchased it and made it free for ever. In carrying out any plan for settling the Land and Lumber Company's domain, the first step will be to extend existing highways, so that the settler can drive in a carriage from the railway station to his farm, and all he will ever be called upon to do to maintain this highway will be to do from three to six days' work on it during his leisure days when his crop is growing.

When the settler reaches Grand Falls, or any other station on the N. B. Railway, he has, if he wishes to take his produce to the large markets, the choice of rail or water carriage to Woodstock, Fredericton, or St. John, or he may go partly by rail and partly by water to either place, or to St. Stephen — a thriving seaport on the St. Croix River. He can leave his home early in the morning and reach either of these towns the same day, and return in the same time ; or, to give a different illustration, the settler may in the morning leave the ocean steamer which brought him across the Atlantic and sleep that night upon the farm which is to be his and his children's after him. No long journey for days and sometimes weeks in suffocating cars far into the West ; no tedious drive when the cars are left, over reserved land or large stretches of barren soil, to take up a life of isolation until speculators see fit to sell the tracts which they are holding until the labor of the settler has made improved land of greater value, but on the ocean one day and on the farm the next. The sound of the waves breaking against the staunch ship's side are scarcely lost before the settler hears the sighing of the breeze in the noble forest which adorns his new home.

From St. John vessels of the largest size can and do sail constantly to all parts of the world. Its harbor is really one of the finest ports on the Continent, never having been known to freeze over. Owing to the great rise and fall of the tide, it is perhaps a physical impossibility for it to freeze, be the weather ever so cold. When New York harbor is a sheet of ice, which tugs and steamers find it difficult to break up, St. John harbor is as open as the ocean itself. Its importance as a great depot for shipping must, therefore, increase, especially after the two projected short railway lines to the interior Provinces are completed, which will be within a few years. Already ocean steamers sail regularly between St. John and London, and a whole fleet of steamers and large sailing vessels are engaged in carrying lumber to European ports.

For communication with American ports there are lines of steamers and scores of coasting vessels. These latter sail up the St. John River as far as Fredericton, and cargoes are transferred directly to them from the cars of the New Brunswick Railway.

The construction of the Central Highway through the Fertile Belt will give settlers on the Company's land access to a market which New Brunswick farmers have never as yet attempted to avail themselves of to any large extent, namely, that of Newfoundland, where there is a large demand for farm produce — the majority of the population of that island being engaged in fishing, and agriculture being almost entirely neglected. From the ports on the North Shore of the Province, to which this highway would extend, the sail to Newfoundland is very short. A railway would probably follow the construction of this highway in a comparatively short time.

Reference has already been made to the early extension of the New Brunswick Railway to the St. Lawrence, and mention is made of it here only to point out that the land now offered to settlers for the first time lies between two great railway systems — the New Brunswick and the Intercolonial — both of which connect the interior Province with the Atlantic seaports, and will likely, at an early day, be intersected by a railway joining the two systems together, passing through the heart of the best farming land, and near to the central lumber reserves, crossing streams affording ample water power for the manufacture into articles of commerce of the millions of dollars worth of hard and soft lumber growing on every hand. These facts justify the claims made above that the lands of the Company are exceptionally well situated so far as internal and external communication are concerned, and they ought to possess great weight with a settler seeking to form a wise conclusion as to in what part of America he will be likely to enjoy the greatest advantages in the matter of transportation of his produce to market. The problem of transportation is said to be that which causes the farmers in the Western States and territories the greatest anxiety. Nature herself solved this problem for the farmers of New Brunswick.

CHAPTER IX.

VALUE OF THE GROWING TIMBER.

THE farm lands of New Brunswick differ from those of the western prairies in that, while the latter are treeless, the former are covered by a most luxuriant forest. This forest has to be cleared away before any crop can be sown, but the first crop always pays the full cost of clearing the land, planting, and harvesting. The New Brunswick farmer has, for the labor of cutting it, the material for his buildings and fences, and an inexhaustible supply of fuel, and these considerations far outweigh any supposed advantage which the prairie farmer may have in preparing for his first crop. The experience of farmers in New Brunswick has clearly proved that the existence of the forest is one of the greatest advantages which the settler can possess. In the matter of fuel nothing but experience can tell the difference in comfort between the huge fire of blazing logs which a New Brunswick farmer heaps up on a winter night as much for the pleasure of looking at it as for warmth, and a smouldering fire of coal or of wood, so scarce that the pieces must be counted, which his brother in the far West has to be content with. When the logs blaze and crackle on the hearth, their streaming light illumining every corner of the room, what matter if the storm blows fierce or the mercury drops below the freezing point. So long as the forest lasts, and there is no reason why the preserved wood lots should ever be exhausted, the New Brunswick farmer need never fear the cold. The problem of fuel is one with which the settler in this Province need not concern himself.

The item of fencing is a very important one. The favorite material in America for farm fences is cedar poles, and nearly every lot on the Company's estate contains enough cedar to provide all the fencing which will be required for many years. Practically speaking a good cedar pole fence will never decay, so

that when once built they never need renewal, except in case of accident. They are readily moved from one place to another. It is said to cost more money to keep the fences in the United States in repair than it does to pay the interest on the national debt. This will illustrate the great advantage which it is to the farmer to get his fencing for the mere labor of cutting it.

Many reasons make it desirable that the first buildings erected upon a new farm should be inexpensive. Frame houses can be built very cheaply, but most beginners prefer log houses, and oftentimes log barns, although there is a very general disposition among settlers who can afford the additional expense, which is not large, to put up at least one frame barn in the first instance. If the settler is willing to be contented with humble, though very comfortable, buildings, he need not go off his farm for materials. A log house is built by laying logs upon each other notched at the ends so as to fit together closely and firmly. The chinks between the logs are filled with moss and clay or mortar, so as to be impenetrable by the wind. The roof may be of "splits" made on the farm, but the better and more generally adopted plan is to put on a light shingled roof. A building such as this may be finished internally according to the means and tastes of the owner, and it will make an exceedingly comfortable home. Many farmers are content to live in their log houses until they have cleared a wide area of land, and have erected spacious barns with all modern improvements, and then the new farm house follows, with its spacious rooms, its shady verandas, and its general architectural beauty. Often the traveller through the country will see, standing side by side, the old home and the new, telling more plainly than words can tell the story of patient toil and a bountiful reward.

Thus we see that on a New Brunswick farm the settler will have all the materials he needs for his buildings during the first years of his residence, and all the fencing and fuel he will require at any time. The value of such advantages as these are not easily over-estimated.

The value of the growing timber is not limited by its application to domestic uses. The principal varieties of wood found in the forests growing upon the land of the Company are as follows:—

EVERGREEN TREES, OR SOFT WOODS.

Pine, Spruce, Hacmatack, Hemlock and Cedar.

DECIDUOUS TREES, OR HARD WOODS.

Maple, Birch, Beech, Elm, Ash, Poplar, and numerous other varieties.

All of these woods have a commercial value. Spruce deals form the largest article of export from New Brunswick, and their manufacture gives employment to thousands of men. If a settler has growing upon his lot a number of spruce trees, as there is upon every lot, he may cut them and sell them, or he may preserve such of them as are not upon land which he proposes to clear until he requires them for his own use, in which event he will haul them during the winter to the nearest saw mill and have them cut up into boards, deals, or in such dimensions as he may require. In this way he will get a large quantity of valuable building material at the mere expense of sawing it, as the cutting and hauling can be done at a season when there is no farm work to do. As no better wood exists for building purposes than spruce, the benefit of having such trees upon the farm will be readily seen. The same remark applies, though in a less degree, to fir, and in a much greater degree to pine, which is of greater value for finishing purposes.

The quantity of pine usually found on a good upland farm is not large. Hacmatack logs may be manufactured into building material in the same manner as spruce, and the butt of the tree and its principal root are made into ship-knees, which command a ready sale.

HEMLOCK is valuable, first, for its bark, which is employed almost exclusively for tanning purposes in Canada, and is considered preferable to any other material. It usually commands so high a price that bark-peeling is considered one of the most profitable industries in which the country people can engage. The wood of the hemlock makes excellent boards, taking a tenacious hold upon nails. There is a limited demand for this wood in the shape of timber. It is also very valuable as fuel, being the best of all the soft woods for this purpose.

CEDAR.—The value of Cedar for fencing has already been spoken of. Its commercial value is due in part to the fact that it is

extensively used in the manufacture of shingles for the covering of roofs. It is especially adapted for this purpose because of its lightness and durability. The annual export of cedar shingles from New Brunswick is very large. Cedar is also of the greatest value for railway "ties" or sleepers. Thousands of these are made annually either for the home market or for export to the United States. The demand is constantly increasing.

Of the different varieties of hard woods the most abundant is

THE MAPLE.—Of these trees there are several varieties, the Rock Maple being of the greatest value, and perhaps quite as numerous as the others. One of the uses to which Rock Maple is put is the manufacture of sugar. The sugar is made in the early spring from the sap of the tree, which is procured by a process known as "tapping" or boring a small hole a short distance into the wood. The sap is boiled and by a very simple process is converted into sugar. It is also made into a very delicious syrup. The making of sugar and syrup forms quite an important industry in some localities, and both articles are in very general use, although for ordinary domestic consumption West India sugar is usually employed.

For cabinet and furniture making and the interior finish of railway cars and the like, Bird's-Eye Maple has for a long time been very popular, as has also Curled Maple, both being very beautiful, with a characteristic silky texture. The grain of all maple is very pretty, and this wood is becoming much sought after for use in the interior finish of buildings, especially in the United States.

BIRCH has long been a valuable article of commerce. It is a wood of great beauty, strength and durability. It is suitable for furniture and many other purposes.

ASH is in constant demand. It is largely employed in the interior of buildings.

BEECH is becoming very popular in the United States for flooring.

For POPLAR there is not at present any large demand. It is a very light wood, both as respects color and weight.

A great and increasing demand exists for what is called cordwood, that is, wood cut into convenient sizes for fuel. This is

used in very large quantities by the N. B. Railway Company, and the price paid is sufficient to make the getting out of cordwood a profitable business. It is, of course, an advantage to the new settler, who must cut down the forest to clear his land, to be able to get for the wood when cut a price sufficient to handsomely remunerate him for his labor.

The market for all these woods is at present comparatively speaking in its infancy, but it is every year becoming more extensive, as their great beauty is becoming known and the supply of other woods is falling short. The value of forest land in America is constantly increasing. Very little care has been exercised in respect to growing trees. They have been cut down as though the forests would last forever, until the future supply of lumber for the constantly increasing population has become a subject which engages the attention of all economists. The preservation and restoration of forests engages the attention of some of the best minds of the country, and in several of the States and Provinces a day has been set apart in each year for the planting of trees. This is called "Arbor Day," and the whole population is invited, and a large proportion of them do turn out to plant trees to take the place of those which recklessness and indifference to the future caused to be destroyed. It will thus be seen that in offering settlers land heavily timbered, the Land and Lumber Company hold out a great inducement.

CHAPTER X.

THE CLIMATE.

NEW BRUNSWICK is entirely free from malarial diseases, and is justly claimed to be one of the healthiest countries in the world. The average length of life of the inhabitants is high, and the natives of the country are very robust, hardy and enduring. They are ranked very high in this respect all over America. In athletic sports the name of Canadians is famous.

In reference to the relative amount of fine and stormy weather experienced during a season, the testimony of European settlers is to the effect that the number of days when out-door work can be done on the farm is greater in New Brunswick than in Great Britain or the west of Europe. Long continued storms are of such rare occurrence as practically to be unknown. A three days rain or a three days snow-storm is the outside limit, and the latter, especially, seldom occurs. The same may be said of the extreme cold or extreme warm weather, there being generally a change to moderate temperature within a period of three days.

The mercury in the thermometer reaches a high figure in the warmest days in the summer and gets very low in the coldest days of winter, but cool nights, accompanied by a breeze, prevent the heat from becoming oppressive, while the dryness of the air renders the cold easy to be borne. A stranger to the country would hardly imagine, as he goes out upon a winter morning without any unusual amount of clothing, that the mercury was far below the cypher. In cities and villages children go to school even in the coldest and stormiest weather, and even in the country districts there are very few days in the depth of winter when any, except very young children, need be kept at home because of the weather. Men whose work is out of doors will do a full day's labor even in the coldest periods.

New Year's Day generally finds a foot of snow upon the ground, and the lakes and rivers covered with a firm coating of ice. The driving incident to Christmas marketing usually makes

the roads good in all directions, and there is perhaps no time in the year when travelling through the country districts can be done with greater ease and comfort. A good snow road affords the finest imaginable means of hauling heavy loads with horses, or for going on journeys. Without the snow it would be a very difficult and expensive matter to move lumber from the woods, and a good snow road is what every farmer wants to enable him to take his produce to market or to deliver it to those who have purchased it on the farm. The thick coating over the grass lands protects the roots from the frost, so that "plenty of snow, plenty of grass," has become a proverb.

The depth of snow increases during January and February, and usually during the early part of March there are heavy snow-falls. There are occasional "thaws," and these are the marked features of the latter part of March, so that April generally opens with the snow roads breaking up. Under the genial rays of the sun and the warm southern winds the snow rapidly disappears, and by May 1st vegetable life begins to look vigorous. From that time forward growth is wonderfully rapid, and the crops are scarcely sowed before it is time to begin haying. June, July, August and September in New Brunswick are as near perfection as summer months can be. Thousands of visitors come from the United States to enjoy the delightful climate. Heavy rain-storms rarely occur and violent thunder-storms are far from frequent. Tornadoes, whirlwinds and cyclones, such as in the Western States destroy whole villages, and sudden floods, sweeping a river valley of all its homesteads and carrying death and desolation in their track, are absolutely unknown. At the close of a hot summer day local thunder-storms are common, but these, purifying the air and refreshing vegetation, are by no means unwelcome.

October is the first month which can be called autumnal. The gathering of the crop is completed in this month. Towards its close and through November, rains are more frequent and heavier than at any other season of the year, but the fine days outnumber the stormy ones, and, though they grow cooler as the season advances, are exceedingly enjoyable. Sheep continue to feed out of doors often until late in December, if the snow keeps off, but cattle are taken up some weeks earlier. The first snow usually

comes in November, but it is never heavy and does not remain upon the ground. Following it is the delightful season known as Indian summer, when for a few days September seems to have come again. Light snow-storms occur in the first weeks of December, and about the tenth or fifteenth the snow ceases to melt as it falls, the country takes on its winter covering, and the rivers and lakes are frozen over. Occasionally warm rains will keep the season open until Christmas, but this does not occur often, and it is not considered desirable.

Much injustice has been done the climate of Canada, including that of New Brunswick, by persons who have been more desirous to be interesting than exact in their description of the country. The favorite sports in the depth of winter are those which must be indulged in out of doors, and this would be impossible unless the winter weather were thoroughly enjoyable. Among these amusements are skating, snow-shoeing, tobogganing and curling, to engage in which renders the wearing of very heavy clothing impracticable, yet it is rare that the weather is cold enough to interrupt them. Another enjoyable winter amusement is sleigh-driving, a pastime which no one would dare indulge in if Canadian winters were like they have been pictured by some writers.

The City of Montreal has lately demonstrated to the whole of America the thorough enjoyability of Canadian winter weather, by building an ice palace and holding a week of out-door festivities in the very coldest season of the year. The verdict of the thousands of visitors from more southern latitudes is that the dry cold of Canada is far less penetrating and much more easily borne than the damper winter weather of the Northern States.

But nature herself has set upon the face of the country her unmistakable stamp of a genial climate. Where forests reach their greatest perfection, and grains, grasses and the choicest root crops yield certain and luxuriant crops, the climate must be thoroughly well adapted for an industrious and active people. Taking one month with another, no part of America possesses a more desirable climate, and, if allowance is made for the absence of storms and malaria, New Brunswick must be accorded a first place in the list. "I have lived," writes an English farmer, "in New Brunswick for thirty years, and have never yet seen the crops a failure." Better testimony than this no one need ask.

CHAPTER XI.

SOCIAL AND POLITICAL ADVANTAGES.

COMPLETE self-government, perfect social equality, and free education are the three leading features of the institutions of New Brunswick.

By the first is meant that every man who desires it may have a voice in the control of public affairs, from the smallest and most insignificant parish appointment to the making of laws for the protection of life, property and liberty.

By the second is meant that every position in the land is open to every man in it; that there are no grades in society, excepting those which the natural selection of people form; and the transition from the humblest to the highest circle is interrupted by no fast drawn line.

By the last it is intended to convey the idea that the inestimable boon of a sound English education may be obtained by the poorest child in the land free of cost, the whole expense of the school system falling upon the public at large, so that those who have nothing to pay with receive the benefit of the schools equally with those who are rich.

Political power in New Brunswick is exercised by three bodies. First,

THE MUNICIPALITIES.

Every County is incorporated by law; and each Parish (the cities are excluded) elects two Councillors, and the Councillors form the Municipal Council. The qualification of a voter for Councillor is the possession of any real estate whatever, or of personal estate to the value of one hundred dollars, or income to the amount of one hundred dollars. This practically includes every one over twenty-one years of age.

The Council appoints the constables, road surveyors, overseers of the poor and other petty officers. It levies what taxes are necessary for the support of poor, for the incidental expenses of

the courts of justice, and the contingent expenses of the County. The whole amount is very small, comparatively speaking, being in the Counties where the Land and Lumber Company's property is situated less than one-quarter of one per cent. These Councillors are elected annually, and any resident of the County is eligible for election. Formerly the local affairs of the Counties were managed by the Justices of the Peace in Quarter Sessions, but those courts have been abolished, their judicial powers being transferred to other courts, and their functions as managers of County affairs being vested in the Municipal Councils. Thus it will be seen that representative government extends to the very basis of the political system. Second,

THE LOCAL LEGISLATURE.

This body in New Brunswick consists at present of the Lieutenant Governor, who is appointed by the Governor General; a Legislative Council appointed by the Lieutenant Governor in Council — the members holding office for life; and the House of Assembly — elected by the people every four years.

The basis of the suffrage in elections for the Assembly is the possession of one hundred dollars worth of real estate or four hundred dollars personal property, or four hundred dollars income. Nearly every man may have a vote under this arrangement, as it is an easy matter to become possessed of the qualification. Every farmer and usually all of his sons over twenty-one have votes.

The Local Legislature deals with subjects of a certain class assigned to it by the Confederation Act. It has the supervision of the roads, of education, the forests, and other matters which come under the designation "local or private." It has the power to impose taxes, but has not yet and probably never will find it necessary to exercise it, the payments from the Dominion Treasury to the Provincial Treasury, and the receipts from the public lands and other sources being sufficient to meet all the expenses of the government of the Province. Third,

THE PARLIAMENT.

This is the governing body of the Dominion. It consists of a Governor General, appointed by the Queen; of a Senate, ap-

pointed by the Governor General in Council; and a House of Commons, elected by the people. The qualification of electors is the same as for the House of Assembly, but it will probably be reduced even lower at an early day. This body has charge of trade and commerce, the criminal law, and generally of all subjects bearing upon the peace, order and good government of the country. It has the power of taxation, and raises the revenue by duties on imports and an excise tax on spirituous liquor and tobacco. To be eligible for election as a member of Parliament a candidate need only be a British subject of the age of twenty-one years.

Both in the Local and Dominion Legislatures what is known as Responsible Government prevails. The Governor General and Lieutenant Governor act through their advisers, and these officers are directly responsible to the elected representatives of the people, as in the British Parliament.

This brief review will show that the system of self-government in force in New Brunswick, as a Province of Canada, is as complete as can very well be designed. It may be added that every position in the land is open to every male inhabitant, provided he is or becomes a British subject, and possesses the necessary energy and merit to gain it. If the list of the leading men in Canada were to be examined, it would be found that with few exceptions they are men who have made their way upward from the ranks, so to speak. Poverty in a country like Canada is far from being a drawback to the honest and intelligent youth. The thought that they have their own future to make, and that their ambition may aim at the highest point, is the greatest incentive they can have for effort. No class distinctions confront the ambitious youth; no religious tests hamper him. He is not asked where he was born, or from what nation he is descended—the way is clear for him. He has only to work and be honest and success is sure, perhaps not the full success of which he dreamed, but enough at least to satisfy his mature hopes. Let every father who reads this book ask himself if he can ask for a better sphere in which to place his sons than that offered by New Brunswick.

CHAPTER XII.

EDUCATION.

THE schools in New Brunswick are supported by money from three sources :

First—A grant from the Provincial Treasury.

Second—An assessment made by the County Councils, equal to thirty cents a head upon the population of the County.

Third—An amount voted by the rate-payers of each school district.

The latter amount, taking the Province as a whole, is forty per cent. of the total cost of the school system. It is larger proportionately in the cities than in the country, and new settlements receive extra allowances from the Government if they require it, so that in the country districts about one-fourth the cost of the schools falls directly upon the people of the districts. There is no charge for the attendance of pupils, and it is immaterial whether the parents pay or do not pay any taxes, the object of the law being to give every child an education. The schools are non-sectarian in a religious sense, but the teachers are charged with a supervision of the morals of the children, and to instruct them in the cardinal principles of Christianity.

At Fredericton there is a University with an efficient corps of professors, which gives a general arts course at a very reasonable cost. There is also a normal and training school for the education of teachers and other institutions of a high educational class, some of which are maintained by the different religious denominations. Taking the educational system as a whole, the opportunities afforded in New Brunswick for boys and girls to get instruction sufficient to qualify them for any walk in life are quite equal to those afforded in any other country in the world. The progress which education is making among the people is very rapid.

CHAPTER XIII.

MISCELLANEOUS.

THE postal arrangements in New Brunswick are very excellent, every settlement having a regular mail. The rates of postage are low, and newspapers are carried from the office of publication to subscribers free.

There is no state church in New Brunswick, all denominations being upon precisely the same footing. The clergy are supported by voluntary contributions or from rents of real estate. Not only is every church equal before the law, but there is as perfect religious toleration as can be found anywhere.

Compulsory military service is unknown. A volunteer force is maintained by the Government, but the number of men permitted to enroll is limited. There is no standing army, although a small force is kept up at the military schools. The expenditure of the Canadian Government on account of militia nearly all finds its way directly into the pockets of the people.

The title to land: All land is granted in fee simple, that is, to a man and his heirs forever. There is perfect liberty of transfer, and the Registry Offices, where titles must be registered, greatly facilitate the transfer of real estate. Tenancy in tail is abolished by law.

Property descends to children in equal shares, unless disposed of by will. A widow has a right to one-third the profits of her husband's real estate during her life, and to one-third of his personal property absolutely to her own use.

The Courts of Justice are constituted on the English model, with such slight alterations as the circumstances of a new country render necessary.

In every respect socially and politically the circumstances of the people of New Brunswick are as nearly perfect as the law has

been able to make them. If any reforms are necessary the people are free to make them when and how they choose.

The general condition of the people is one of content. There is no disturbing element in the population. Where people are absolutely free to do as they please so long as they respect the rights of their neighbors, where every man may be a land-owner, where police espionage is unknown, where military service is a pastime for a few and not a burden upon the many, where the people are in fact as well as in name the rulers of the country, sedition and conspiracy cannot thrive, for there is nothing for them to feed upon. Everybody being equal in law and in fact, no class can possibly be striving to put the other down. Thus an equable and orderly government is secured, the rights of property are respected, and the fullest liberty of thought and speech not only tolerated but encouraged. If these things are worth anything, and the present disturbed state of Europe shows how they are esteemed by those who do not possess them, New Brunswick can offer them in their fullest sense as an inducement to those who seek in the New World that large measure of personal freedom and self-government to which as yet the people of no European country have been able to attain.

