

April 15th, 1912.

New Brunswick and its Relation to Federation.

By MR. O. S. CROCKET, K.C., M.P.*

AT a regular meeting of the Canadian Club on the 15th April, Mr. Crocket said:

Mr. President and Gentlemen of the Canadian Club,—I know of nothing which so completely harmonizes with the aims and objects of the Canadian Clubs of this country as this series of addresses which your executive has arranged on the history and resources of the different Provinces of the Dominion. For the fostering of a broad and healthy Canadian national spirit there is surely nothing so essential as the diffusion among our people of knowledge of the history and development of the different Provinces composing the nation and the interesting of these Provinces in each other; and I apprehend that in the history of the little province by the sea, concerning which I come to speak to you to-day, will be found no small or unimportant contribution to that splendid fabric, which has been reared on this continent, of a strong, united Canadian nation within the British Empire, year by year adding to its strength and greatness in a manner unrivalled by any country of the world.

I need hardly say that I appreciate the honor of having been selected to deliver the address for New Brunswick under such distinguished auspices as those of the Canadian Club of this great and cultured city of Toronto, and I am sure that the people of that Province will also appreciate the opportune privilege which you have thus accorded of making known to you, and perhaps through you to others, something of what we have to offer at this time of her awakening to a fresh realization of the tremendous possibilities which she possesses for future growth and development.

If there is one feature more than another which has distinguished the history of New Brunswick through all the years from her foundation as a Province in 1784 until the present time it has been the constant and unswerving devotion

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of her people to the British Crown. Born as she was of the spirit of that very devotion—a spirit which flinched not before the grim necessity of choosing between the foreswearing of allegiance to the Empire and the abandonment of comfortable homes and all material possessions to endure the trials and hardships of pioneering in an uninhabited wilderness—this same spirit has never failed to animate her in the succeeding years. The famous snowshoe march of the 104th New Brunswick Regiment to Quebec through the blinding storms and withering cold of the winter of 1813 to join in the resistance of the threatened American invasion, the march of the 43rd Regiment to help quell the rebellion in Quebec in 1837, the extraordinary expedition with which hundreds of her young men gathered at the front at the time of the Fenian Raid, the eagerness of her sons to volunteer for service in the Riel Rebellion, her proud record in the South African War, and the wild abandon which has characterized so many of her demonstrations over the success of British arms attest the strength and fervor of her patriotism and of the attachment which binds her to the land from which her fathers sprang.

What of the early history of this Province, so intensely British, before her foundation as a Province in 1784? It is inscribed for the most part in the varying fortunes and vicissitudes of Acadia, of which the territory comprised within her present boundaries formed a part. From the time Jacques Cartier in his first exploration of the Gulf of St. Lawrence camped on the north shore of the Province near the entrance to Miramichi Bay in 1534, and a few days later discovered and named the beautiful Bay Chaleur until De Monts and Champlain in 1604 explored the Bay of Fundy, discovered the River St. John and founded the first Acadian settlement on a small Island near the mouth of the River St. Croix, no known European had set foot on the soil of New Brunswick. A few bands of Indians, the Micicetes in the St. John River District, and the Micmacs on the north shore, held full and undisputed sway. The little Acadian colony having been transferred in 1605 from the St. Croix to the Annapolis, where Port Royal was founded as the headquarters of the French, the struggle to found a new France in the Atlantic Provinces was stubbornly maintained for a century and a half amidst many difficulties. The French occupation of the country was first challenged by Sir Thomas Dale, Governor of the English colony of Virginia, who in 1613 sent Capt. Samuel Argall to destroy Port Royal, which at that time contained practically the whole settlement of Acadia, numbering a little more than a score. Argall quickly executed this commission, and thereby

signalized the commencement of hostilities between the English and French in America. For 19 years the country remained in the nominal possession of the English until it was restored to France by the Treaty of St. Germain in 1632. In the meantime in 1621 King James I. of England had granted all the territory of Acadia under the name of Nova Scotia to Sir William Alexander, afterwards the Earl of Stirling. Sir William resolved to make the country a new Scotland in fact as well as in name. He founded an order of Scottish baronets to which he made over 100 appointments, each carrying with it a grant of 18 square miles of land. That portion of his domain which forms the present Province of New Brunswick he called Alexandria, while to the St. John and the St. Croix rivers he gave the respective names of the Clyde and the Tweed. Thirty-two of the baronies which he granted were on the St. John River. This Scottish nobleman's attempt at colonization, however, resulted only in the planting of a small Scottish colony near Port Royal in 1628, the settling of a few additional scattered colonists in 1630 and the retention of the name of Nova Scotia.

From 1632 till 1654 while Acadia was again under French control her history for the most part consists of the struggle for supremacy between the two rivals Charles de la Tour and the Chavalier D'Aunay. The heroic defence of Fort La Tour on the west side of St. John Harbor by Madame La Tour against D'Aunay's attack during her husband's absence in Massachusetts, its capture by means of the treachery of a Swiss guard, and of the offer of generous terms of surrender which D'Aunay immediately and brutally violated by compelling its brave defender with a rope around her neck to witness the execution of all her devoted followers save one, her death from a broken heart a few weeks later while a prisoner at Port Royal, the marriage of her bereaved husband to the widow of his relentless foe after the latter's drowning five years later, and the restoration by the Government of France of La Tour with D'Aunay's widow as his wife to the command of the colony, constitute one of the most strangely impressive stories that history records.

With the surrender of Fort La Tour in 1654 to Major Robert Sedgewick, who came from Massachusetts with four ships of war which Oliver Cromwell had despatched from England to attack the Dutch colony at Manhattan, Acadia a second time became a British possession and remained so for 13 years when she was again ceded to France by the Treaty of Breda. During this interval Cromwell made a grant of the whole of Acadia to Sir Thomas Temple, William Crowne and

La Tour as copartners, La Tour having become a British subject. Temple bought out his copartners, and in 1659 established the first English trading post on the St. John River at the mouth of the Jemseg. He held on to this Fort for three years after the conclusion of the Treaty of Breda, when he was commanded by Charles II. to surrender it to the Sieur de Soulanges, the Lieutenant of the French Governor of Acadia. The whole population of Acadia at this time numbered but 400, only a score or two of whom were inhabitants of New Brunswick. The French now retained control until the Treaty of Utrecht in 1713, by which Acadia was finally ceded to England. During this latter period the Government of the country was largely directed from Quebec. Seigniorial tenure was established in Acadia, 18 seigniories having been granted on the St. John River before the close of the century. Jemseg became for a short time the capital of Acadia and later on from 1692 to 1696 Nashwaak Point opposite the city of Fredericton had this distinction, then it was transferred to St. John and finally at the close of the century back to Port Royal. The French allied themselves with the Indians in attacks upon the English Settlements of Maine and Massachusetts for some years after 1686. These and counter attacks by the New Englanders upon the Acadian Forts largely constitute the record of events from that time until the final cession of Acadia to England by the Treaty of Utrecht. When this Treaty was concluded practically all the settlers in New Brunswick were of French origin. These contended that the Treaty covered only the peninsula of Nova Scotia and shared with their fellow Acadians of that peninsula the hope to see the country again restored to France. They built Fort Beausejour as late as 1750, the most formidable fortress built during their occupation of Acadia, and held it strongly garrisoned until it was attacked in 1755 by a force of 2,000 men and 36 vessels despatched by Governor Shirley of New England under command of Col. Monckton and surrendered. The tragic expulsion of the Acadians from the peninsula of Nova Scotia followed soon afterwards. Many of them came to the river St. John, only to be driven out two or three years later by another expedition which General Monckton brought from Massachusetts. The majority of these escaped to the head waters of the river where their descendants now form the large majority of the population of the County of Madawaska. Others of the unfortunate exiles settled on the marshes of Westmoreland and on the north shore where their descendants number considerably more than one-half of the present population of the counties of Restigouche, Gloucester, Northumber-

land, Kent and Westmoreland. Between the expulsion of the Acadians and the close of the American Revolutionary War several settlements were established in New Brunswick by English colonists from Massachusetts and other Provinces of New England. The most important of these was that which was planted in 1763 at Maugerville, which was really the first permanent settlement on the River St. John. Many of these sided with the revolted American colonies and actually took up arms in their support.

Such had been the meagre development of New Brunswick as part of Acadia or Nova Scotia that at the close of the year 1782—178 years after the coming of De Monts and Champlain—the total population of the Province was estimated to be less than 2,000. Then in 1783 came the United Empire Loyalists, and with their coming began the real progress and development of New Brunswick; 12,000 came to New Brunswick during that year, founding the city of St. John and the towns of St. Andrew's and St. Stephen, and a number of settlements in Westmoreland, Kings, Queens and Sunbury counties. The newcomers included many men and women who had occupied prominent places in the life of the New England colonies. There were among them graduates of Harvard and Yale, eminent lawyers and physicians, and indeed some of the brightest minds of the population of New England, all animated alike by the same patriotic determination which had cast homes and properties to the winds, to stand at all cost by the flag of their motherland. Such were the pioneers of New Brunswick. A year after their coming Nova Scotia was divided, that portion of it lying north of the Missaquash River being erected into the present Province of New Brunswick. Col. Thomas Carleton was its first Governor. He appointed an Executive Council and authorized the election of a house of assembly in 1785. A Supreme Court was established, which had as its first Chief Justice Duncan Ludlow, who had been a Judge of the Supreme Court of the Province of New York. Among the puisne Judges of the Court was James Putman of the Massachusetts bar, who is described as the ablest lawyer of the time in America, and in whose office John Adams, second President of the United States, studied law. Fredericton was made the capital of the Province in 1785. By 1788 the banks of the St. John River to the distance of 70 miles above Fredericton had been settled by Loyalists. Settlements went on very slowly on the north shore where the first arrivals were from the British Isles, chiefly from Scotland. The Acadians extended their settlements in Westmoreland and along the north shore. One of

the first things to which the new settlers turned their attention was the establishment of schools. As early as 1786 an Academy was founded at Fredericton which later became the University of New Brunswick. Commerce and industry began in earnest. Saw mills were erected along the rivers and shipbuilding was begun at St. John and Oromocto, which developed to such an extent that New Brunswick became and continued for many years to be one of the foremost shipbuilding countries of the world. In 1816 thousands of immigrants came to New Brunswick from Scotland and Ireland, and energetically united with the Loyalists in pushing forward the development of the Province.

The contest for responsible government in New Brunswick went on simultaneously with the same struggle in the other Provinces. The first step in this reform, the control of the casual and territorial revenues by the Legislative Assembly, was secured in 1837 under the leadership of Lemuel Allan Wilmot, but for some years afterwards many office-holders, dependent on the good-will of the Governor and the members of the executive council, continued to sit in the Legislature, with the result that as late as 1847 a reform resolution moved by Charles Fisher, a colleague of Mr. Wilmot from the county of York, was defeated by a vote of 23 to 12. It was not till 1848, after the home government had yielded to the demands of Nova Scotia, that the principles of responsible government were fully affirmed in New Brunswick by resolution of the Legislature and secured to the people in their entirety.

Problems of railway construction occupied the attention of the Legislature and of the people for many years. Eleven years after Stephenson operated the first steam railway locomotive in England, in 1836, the Legislature incorporated the St. Andrews & Quebec Railway Company to build a line of railway from St. Andrews to Quebec. This pretentious undertaking, however, resulted only in the completion of about 80 miles from St. Andrews to Richmond in 1863, the Quebec extension having been abandoned in consequence of the Ashburton Treaty ceding to the United States that portion of Maine through which it was to pass. The first railway in operation in New Brunswick was that from St. John to Shediac, which was opened by the Prince of Wales, the late King Edward VII., in 1860. A number of important lines of railway were built in different parts of the Province before Confederation. In 1861 our population had grown to over 252,000.

Then came the proposal for Maritime union. While the delegates from the three Provinces were in conference at Charlottetown in 1864 the Upper and Lower Canada delega-

tions intervened with the proposition for the larger union and obtained an agreement for the famous Quebec conference at which the Confederation compact was drafted. The scheme was submitted to the people by the Government of Hon., afterwards Sir Leonard Tilley, in the following year, when it was overwhelmingly defeated, 35 anti-confederates having been returned to a House of 41 members. The cry of its opponents that it would place the control of the trade and commerce of the Province, and many of her important interests in the hands of a Parliament in which our representatives would be so largely outnumbered by those of the larger Provinces, caught the popular mind, but a year later, when an unexpected dissolution of the Legislature afforded another opportunity of testing public opinion upon the question, the advocates of Confederation drove home the consolidation argument from the Imperial standpoint with such effect that the verdict of the previous year was completely reversed, and New Brunswick entered the union with the undoubted consent of her electorate to merge her future in that of Canada.

During the first 14 years of Confederation she maintained a steady growth, but during the past three decades the Province has not made that progress which her record of 50 years before seemed to promise, and has not shared as fully as she should have shared during this latter period in the general development of Canada.

When it is remembered that when the United Empire Loyalists landed upon her shores her population did not number 2,000, that 41 years later it had grown to over 74,000, that 16 years afterwards—in 1840—it had more than doubled, that by 1851 it had gone up to nearly 194,000, in '61 to nearly 253,000, in '71 to over 285,000, and in '81 to over 321,000, it is not at all encouraging to observe that in the past 30 years, from 1881 to 1911, her increase has been but a fraction over 30,000, and that the latest census places her percentage of increase at 6.27 as against 15.58 for Ontario, 21.46 for Quebec, 78.52 for Manitoba, and 110.86 for British Columbia.

Disappointing, however, as is this story of population figures, and strange as it may seem, her industrial progress during the past 10 years has been quite marked, the capital employed in the manufacturing establishments of the Province having increased from \$20,741,000 in 1901 to \$35,402,000 in 1911, and the value of her manufactured products from \$20,922,000 in 1901 to \$34,439,000 in 1911, and I come here to-day to tell you that at the present time a spirit of hopefulness and optimism pervades the people of New Brunswick

such as has not been evidenced in any previous period of her history.

The lure of the West with its much advertised wheat fields and rapid increase of land values has made heavy drafts upon our population, particularly among the young men of the farms during the last 15 years, but now that the Prairie Provinces are filling up with British and American immigration, the reflex influence of which has begun to affect the land values of the east our people have awakened to a realization of the advantages and opportunities which lie at their own doors.

In agriculture alone the Province presents immense possibilities for development. The quantity of land under cultivation at present is about 1,400,000 acres, out of 13½ million acres capable of being brought under the plough. That such a small percentage of her arable land has been worked in all these years is due in a large measure to the fact that the fishing and lumber industries of the Province have diverted the attention of so many of her people. With respect to the land now under cultivation I have the statement of no less an authority than Mr. Grisdale, Director of the Experimental Farms of Canada, that they are the equal of, if they do not surpass, in natural fertility and crop-producing possibilities the lands of any other of our eastern Provinces, including Ontario and Quebec. Her marsh, dyke and interval lands are unsurpassed for hay production. In the growth of wheat and coarse grains her average yields are quite equal to the average yields in any other Province in Canada and superior to most of them, while for potatoes and root crops generally she stands without a peer, both as regards the quality of the product and yield per acre as well as regards the low cost of production per acre or per bushel. For dairying, beef production and sheep raising the Province is also peculiarly adapted. Orcharding is coming rapidly to the fore, New Brunswick apples within the last few years taking their place among the best apples grown in Canada. The exhibit of New Brunswick apples at the recent Dominion Fruit Growers' Convention at Ottawa was unexcelled for quality, size and color. Prof. W. T. Macoun, Dominion Horticulturist, has declared that New Brunswick has a climate to raise the best quality of apples, and that he knows of no part of Canada that can grow the McIntosh Red better than that Province. It is not surprising, therefore, that New Brunswick has been pronounced by the foremost agricultural experts of Great Britain and Canada to be one of the best mixed farming areas in the world.

Next to agriculture the lumber industry is the most important in the Province. The census of last year showed that over 10,000 persons were engaged in the manufacture of lumber and log products in 367 establishments; the output of which amounted in value to \$12,610,396. The capital employed in this industry, including lands, buildings, and plant and working capital, amounted to \$14,083,383. The wages paid in the year 1910 amounted to \$3,476,303, which is more than double the amount of wages paid in this industry in New Brunswick in 1901. There is ample field in New Brunswick for the profitable employment of large capital in the manufacture of wood products of various kinds, and in the development of the pulp and paper business. The Province still retains 7,000,000 acres of ungranted Crown Lands or in the neighborhood of one-quarter of the entire area of the Province. This does not represent in any way the forest area of New Brunswick, as much of the Crown Lands sold to private persons are still reserved for timber limits by their owners.

New Brunswick, in common with the other Maritime Provinces, shares the distinction of being in close proximity to what are the most prolific fishing grounds in the world. Its geographical position and the configuration of its seaboard make it in some respects the most favorably situated of any of the Atlantic Provinces. On the one hand the north shore is washed by that most excellent of fishing waters, the Gulf of St. Lawrence, while on the other hand the counties of Albert, St. John and Charlotte are washed by the prolific waters of the Bay of Fundy, in which fishing can be carried on practically the whole year round. Its numerous sheltered bays and large inlets,—veritable breeding places,—into many of which flow great rivers, full of anadromous fish life, contain abundant supplies of the finest food for the attraction and sustenance of the most valuable varieties of our commercial salt water fishes, and provide incomparable facilities for the formation of fishing settlements and for the carrying on of fishing operations with the least possible expense, risk and exposure. From whatever point of view the fisheries of this Province are regarded, either as a distinct industry or combined with agriculture, they present themselves as a splendid heritage, and form one of its finest natural resources. Notwithstanding the very creditable position already attained by the fisheries of New Brunswick it cannot be said that more than the fringe of their latent industrial possibilities has as yet been touched. During the year 1910 there were 16,158 fishermen operating on board a fleet of 376 vessels and 3,099

boats in New Brunswick waters. The total value of all kinds of fish produced in that year amounted to \$4,124,144. These included Herring, Cod, Sardines, Salmon, Lobsters, Haddock, Hake, Mackerel, Smelts, Shad, Clams and Oysters. This Province possesses the only Sardine fishery in Canada, which is carried on in the waters of Passamaquody Bay and the waters around the Islands of Grand Manan and Campobello, and the West Isles in the Bay of Fundy. Our Cod, Hake and Pollock are mostly dried and sent to the West Indies and South America, while Haddock are sent in a fresh state and as Finnan Haddies to all the inland towns of Canada. Large quantities of our Cod are sold also in Italy. Much of the Herring is smoked for export to the West Indies. There are 185 lobster canneries on the north shore. Natural oyster beds, bearing a fine quality of oysters, exist along practically the whole north shore of the Province. New Brunswick has by far the best salmon fishery in Eastern Canada. Its many fine salmon rivers are the means of annually drawing large numbers of sportsmen to the Province.

In manufacturing the figures already quoted show that a very substantial progress has been made during the past 10 years. The lumber manufactures of course top the list in value of products. Foundry products run to \$2,685,094, cotton to \$2,673,226, while the products of fish curing and fish preserving establishments run to \$1,500,000, and the products of biscuit and confectionary factories and flour and grist mills to over \$1,000,000 each. There are in all 1,094 manufacturing establishments in the Province, a number of which have within the past few years found profitable markets for large quantities of their output in every Province of the Dominion to the farthest limits of Western Canada. Thus at last has the far-seeing wisdom of New Brunswick's confederation and national policy champions been fully vindicated and the misgivings (which many of our people entertained for many years) that we could not fairly share in their benefits and advantages, been finally dispelled.

Mineral development which previously had been inconsiderable has been entered upon during the past few years to such an extent and with such promise that it is rapidly taking its place among the leading industries of the Province. Extensive bituminous coal fields exist in Queens and Sunbury Counties, which until the past few years had been mined only to a limited extent by the private owners of the lands on which they are situated. A few years ago the central railway was extended from Chipman to these mines with the result that in 1910 over 46,000 tons were mined and now this railway is

being extended from Minto to Fredericton by the Fredericton and Grand Lake Coal Co. The charter has been acquired by Sir Thomas Tait, and his associates, under an agreement with the C.P.R. to take over the railway upon its completion and operate it as part of the C.P.R. system, while Sir Thomas Tait and his associates will undertake the development of the mining areas upon a large scale. The effect of such an operation of these mines upon the industrial life of the Province can, scarcely be foretold.

New Brunswick has also valuable gypsum deposits in Albert Co. and at Plaster Rock on the Tobique. The Albert Manufacturing Co. of Hillsboro quarries nearly 100,000 tons of crude gypsum a year, the greater part of which is shipped abroad in lump form, but a considerable portion of the product is reduced at Hillsboro and shipped as plaster to Canadian and United States points and even to Australia.

A few years ago iron ore deposits were discovered in Gloucester County, which have been found to be the largest iron deposits in Canada. The property comprising 30 square miles of territory has been acquired by the Drummond Mines, Ltd., of Montreal, and is now being actively developed. The Northern New Brunswick & Seaboard Railway has been built into these mines and extensive docks have been constructed at Newcastle for the shipment of the ore. Over \$1,000,000 has already been expended in connection with the development of these recently discovered mines. The ore averages about 50 per cent. of metallic iron, and it is estimated that by hard picking or rough lump sorting one-half of these large ore bodies can be made to average 57 to 58 per cent. The development of these mines, even if it does not lead to the establishment of a smelting industry, and is confined simply to the mining and shipment of ore, will afford millions of dollars worth of labor in the coming years.

The most important discovery of recent years however, having regard to the future development of the Province, has been the natural gas and oil wells, and the shale deposits in Albert and Westmoreland Counties. The Maritime Oil Fields, Limited, of London and Glasgow are now developing the gas and oil properties. They have already discovered in Albert County, and have now shut in over 50,000,000 feet of natural gas in 14 wells and are pumping from five prospect wells 300 barrels of petroleum a month. These wells have a depth of from 1,400 to 2,400 feet. The Company claims the largest individual gas well in Canada, running over 12 million feet of gas in 24 hours with a rock pressure of 550 lbs. to the square inch. The quality of gas has been determined by Dr.

Donald of McGill and other scientists of the United States to be practically the purest and the highest in calorific value of any gas produced on the continent of America. This field has now sufficient development to be capable of supplying a quantity of light and power equal to the present total consumption of the entire Province. The Company has already laid 12 miles of 10 inch pipe to the city of Moncton and are distributing natural gas in that city at 38c. a thousand for domestic use, 25c. a thousand for gas engines and 15c. for boilers.

Important, however, as are these natural gas and oil wells, they do not compare, either in their intrinsic value or in their potential effect upon the future general development of the Province with the oil shales of the same counties. These shales are undoubtedly the most valuable mineral asset which New Brunswick possesses and the greatest thing in sight in that portion of the country. The late Dr. R. W. Ellis, of the Canadian Department of Mines, after a special study of these shales and those of Scotland, France and Belgium, declared to Colonel Loggie, Deputy Head of our Provincial Crown Lands Department, that everything else in New Brunswick paled into insignificance before the stupendous possibilities of these wonderful mines. The Scotch shales average less than 30 gallons of oil and 27 pounds of sulphate of ammonia to the ton. The New Brunswick shales run from 45 to 60 gallons of oil and 70 pounds of sulphate of ammonia to the ton. When it is stated that the stock of the great Pumphresteron Shale Company of Scotland of the par value of £1 per share is selling at £13 a share some idea may be had of the value of these New Brunswick deposits. Sir William Mackenzie of your city has just purchased the lease and rights of the Albertite, Oilite and Cannel Coal Co. covering 190 square miles, mostly comprised in Albert and Westmoreland Counties, and proposes to enter at once upon the active development of these tremendous properties. He has stated to the New Brunswick Government that he will erect within two years a plant which will cost \$1,500,000 for extracting the oil and ammonia from the shale, a plant which will be capable of treating 450,000 tons of shale a year, and will employ many hundreds of hands. In close proximity to these shale deposits lie extensive reefs of calcic sulphate, testing 98 per cent. of lime, and also gypsum deposits. An experiment has already been made in the manufacture of Portland cement from the by-products of the shale, limestone and gypsum, which Professor Meade of Pennsylvania after an examination made in behalf of the Canadian Government, has pronounced to be superior to anything yet known for quality and cheapness of production. Other by-products will give us

fertilizer factories of enormous capacity whose products will in turn greatly augment the productivity of an already fertile soil. The possibilities of these shales are simply incalculable.

Then we have our water powers which still await proper development, including Grand Falls on the St. John River, second only in volume in Canada to Niagara, and capable of developing from 22,000 h.p. in the low water months of February and August to 300,000 h.p. in springtide, and of maintaining with the construction of storage and conservation dams, which can be effected at a very moderate cost, a constant flow of 60,000 h.p. throughout the year. The situation of this great water power in such close proximity to the best and most extensive lumber areas of the St. John River affords an almost unrivalled chance for a great pulp and paper industry. A strong company has already been formed to undertake the development of this power with Sir William Van Horne at its head.

With the development of these iron mines, the natural gas and oil wells, these vast shale deposits and coal fields, and of these water powers, now being actively entered upon by such men as Sir William Van Horne, Sir William Mackenzie, Sir Thomas Tait and the Drummonds, of Montreal, have come provincial and federal government contracts for two of the greatest public works ever undertaken in the Province, the St. John Valley Railway and the St. John Harbor Improvements, two contracts which call for an expenditure of over \$20,000,000 in the next four years. The St. John Valley Railway will traverse the whole of the fertile valley of that river from Grand Falls to the city of Saint John, a distance of about 220 miles. Tapping at the former point the National Transcontinental Railway (the New Brunswick section of which runs diagonally through the yet mostly unsettled central portion of the Province from its northwestern to its southeastern corner, a distance of 261 miles, and will be ready for operation during the present year), the St. John Valley Railway will complete a system of railway communication aggregating over 2,000 miles, which cannot be excelled, while the St. John harbor works will double the capacity of that already great seaport, lying at our very doors, within a day's rail haul of the most remote settlement of the Province, and provide it with one of the world's great dry docks.

To these material resources and advantages add an ideal system of common, high school and university education, with her commercial colleges and consolidated schools for manual training and natural science study, her numerous and well organized churches, and her exceptional opportunities for

hunting, fishing, boating, skating, curling and other healthful recreation, all contributing to a social life of the most attractive kind, and we surely have a country which cannot fail to flourish, and in time to take her place among the most thriving Provinces of Canada. Be assured of this: the days of stagnation or retrogression in New Brunswick are past. She is on the eve of the greatest development of her history. Watch her and I am no prophet if you do not find that her record of the next ten years marks one of the most conspicuous features of the growth of Canada.