

du Loup Railway Company still adhere to their proposition, or whether or not they are disposed to increase the rate of wages ten cents per day.

I have the honor to be your obedient servant,

(Signed)

GEORGE L. HATHEWAY.

J. L. INCHES, Esquire, Secretary R. C.

No. 4.

NEW BRUNSWICK RAILWAY COMPANY,  
Fredericton, December 28th, 1871.

(Copy)

SIR,—In reply to your Communication of yesterday I am directed to say, that this Company will agree to add ten cents to the wages to be paid to Immigrants, as proposed in my Communication of the 7th inst; thereby making the wages \$1.10 per day.

I am your obedient servant,

JULIUS L. INCHES, Secretary.

Hon. G. L. HATHEWAY, Prov. Secretary.

### A NEW BRUNSWICK PAMPHLET ON IMMIGRATION.

A sheet pamphlet, similar to one published by Ontario, containing the following information with regard to the Province was prepared and published:—

New Brunswick is one of the British North American Provinces, and forms part of the Dominion of Canada. It borders on the Provinces of Nova Scotia and Quebec, and the State of Maine (one of the United States of America), and is, with Nova Scotia, nearer Europe than any of the populated portion of the Continent of America. It is larger than Belgium and Holland united, and nearly two-thirds as large as England. It is 210 miles in length and 180 miles in breadth, and has a coast-line of about 500 miles, indented with spacious bays and inlets, and is intersected in every direction with large navigable rivers. It is generally a flat or undulating country. On its north-east coast, from the Bay Chaleur to the boundary of Nova Scotia—200 miles—there is hardly a hill exceeding 300 feet in height. There are some elevated lands skirting the Bay of Fundy and the River St. John, but the only section of a mountainous character is that bordering on the Province of Quebec on the north, where the country is beautifully diversified by oval-topped hills, ranging from 500 to 800 feet in height, clothed with lofty forest trees almost to their summit, and surrounded by fertile valleys and table-lands.

New Brunswick is divided into fourteen counties, classified as follows:—1st, the sea-board counties on the Bay Chaleur, Gulf of St. Lawrence, and Straits of Northumberland, comprising Restigouche, Gloucester, Northumberland, Kent, and Westmoreland; 2nd, the sea-board counties on the Southern or Bay of Fundy coast, comprising Albert, St. John, and Charlotte; 3rd, the inland counties on the St. John River, comprising King's, Queen's, Sunbury, York, Carleton, and Victoria.

Restigouche contains 1,426,560 acres, of which over one million two hundred thousand acres are ungranted; population, 5575; chief towns, Dalhousie and Campbelltown. The surface is undulating, the soil remarkably fertile; 19,000 acres of as fine land as exists in America is laid off in blocks by the Government for settlement. The great Intercolonial Railway, now under construction by the Dominion of Canada, runs through the length of this county—a distance of 50 miles. The rivers and coast waters abound with the finest of fish. Access by rail and steamer from St. John.

Gloucester contains 1,037,440 acres, of which two-thirds are ungranted. Twenty-five thousand acres of the most fertile land have lately been laid off for settlement near the Intercolonial Railway, 45 miles of which are now under construction in the county; population 18,810; chief town Bathurst. Fisheries on the coast and in the rivers equal to any in the world. Inhabitants engaged in fishing, farming, lumbering, and shipbuilding. Soil for most part excellent. Some of the finest farms of the country are in Gloucester. Access by rail and steamer from St. John.

Northumberland contains 2,980,000 acres, of which two-thirds are ungranted; population, 20,116; chief towns, Chatham, Newcastle, and Douglastown, the former of which is a great port for shipment of lumber to Great Britain. Inhabitants extensively engaged in lumbering, shipbuilding,