

now bearing them are descendants of the ante-Loyalist settlers from Massachusetts.

The principal settlements were at the mouth of the St. John river and at Maugerville, the former consisting of the trading establishment of Messrs. Simonds, Hazen & White and the men in their employment. Their life was lonely enough and full of hardships, for they had no other connection with the outside world than the occasional trips of the sloops which made voyages between St. John and Newburyport, carrying lime, lumber and fish. But even in this respect they were highly favored in comparison with the settlers at Maugerville, Gagetown and other points on the river who had no other means of communication with each other or with the people at the mouth of the river but by boats. For it must be remembered that there were no roads in the province in those days. As a consequence there were no wheeled vehicles, except carts, and this state of affairs continued to the year 1781, or later, for when Jonathan Burpee, one of the wealthiest farmers in the Maugerville settlement, died in that year, the inventory of his estate shows that he possessed neither wagon nor sleigh, but only the ironwork of a cart and half the woodwork. We may therefore infer that this cart was owned by Mr. Burpee jointly with a neighbor, and was used for the purpose of carrying the produce of their fields to their barns.

The people of the present day are so accustomed to roads and railways that they find it difficult to realize what it means to be without them. But to the new settler a road is everything, for without it he can neither obtain the supplies which he needs nor market his products. Happy, indeed, are the people of the present generation who have not only good roads, but railways. The difference in efficiency between a road and a railway may be judged from the fact that a ton of goods cannot be moved over a common road for less than twenty-five cents a mile, while on a long haul, a ton of goods can be carried over a railway for half a cent a mile. Forty years ago there was no railway between St. John and Fredericton, and the people of the latter place had to get their supplies by steamer or schooner in the autumn before the close of navigation by the ice. A St. John business man who had contracted to deliver 500 barrels of flour in Fredericton found himself caught with the flour in his hands in St. John and the river frozen. The cost of sending that flour by teams over