

HISTORICAL.

Some cities and towns are known for some particular features, and are distinguished by characteristics and advantages which gives them an individuality distinctively their own. Such a city is Moncton. With a population of some 15,000, it is more widely advertised than many cities three and four times as large, by reason of the fact that it is the general headquarters of the Government Railways, and because it is the centre of the only gas and oil fields of Eastern Canada, and one of the three fields in the Dominion producing gas and oil in paying quantities.

Its early history is similar to that of other Canadian towns and cities. The first Europeans to dwell in the region roundabout were the French. The ruins of a chapel, found by the settlers who came in 1763, near the site of the old sugar refinery, and a graveyard, from which sixteen coffins were exhumed in 1839, testify to their early occupation of the country, the record of which however, is hidden in obscurity. The emigrants of 1763 comprised nine German families who came from near Philadelphia of the then British Colony of Pennsylvania, whither they had come from the Rhine country in 1749. They settled in Westmorland county, Christian Trites and Christian Stieff acquiring not only the site of the present city, but also a large part of the parish. The former built the first dwelling house in the future town. It was constructed of logs, and located on the site of the Intercolonial Railway roundhouse. The first English speaking settler of whom there is any record was a Mr. Cutler, whose son Jonas was born in 1792. The next one was William Steadman. Others followed. By 1829

it had some nine or ten families. That year also saw the beginning of the ship building industry, which continued with growing prosperity for nearly thirty years, when iron vessels began to take the place of wooden ships. In the height of their prosperity, the shipyards employed as many as 400 men. During these years the settlement was known as the "Bend," from the fact that it was situated at the bend of the Petitcodiac river, about thirty-five miles from where it empties into the Bay of Fundy; and such it remained until its first incorporation in 1855, when it was called Moncton in honor of General Monckton, once Lieutenant-General of Nova Scotia, who took part in the capture of Louisburg, and had served as second in command under General Wolfe at the taking of Quebec. From its first settlement in 1763 to 1872 it grew to a town of some 1,200 inhabitants. When, however, the existing railways of New Brunswick and Nova Scotia were taken over by the Federal Government following confederation, and extended to Quebec under the name of the Intercolonial, and Moncton made the Government Railway headquarters, it entered upon a new period of growth and prosperity, to expand in the next forty-two years to a city, which with the suburbs of Sunny Brae, Lewisville and Humphrey's Mill, embraces a population of nearly 20,000 people.

Not only the general offices but also the principal workshops of the Government Railways are located here, and it has become a railway centre of great importance. It is the headquarters of the National Transcontinental and of the Moncton and Buctouche railways, and travellers, to reach Prince Edward Island and the