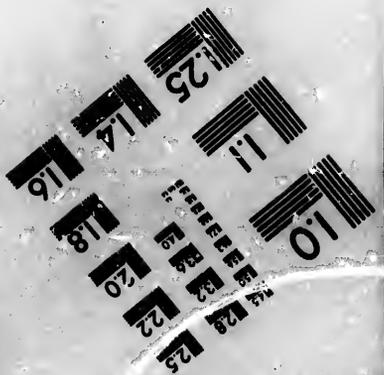
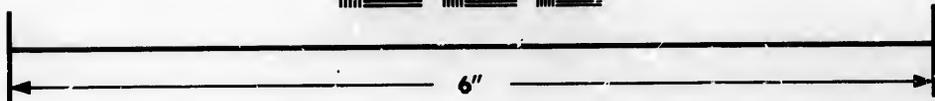
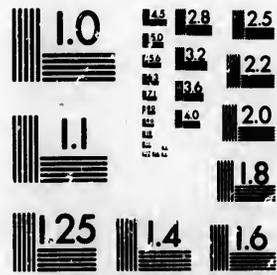


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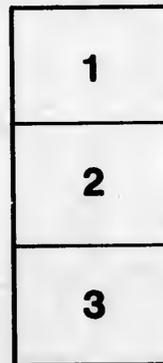
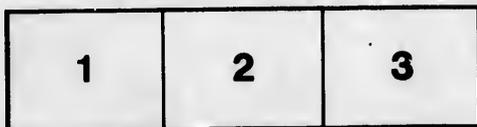
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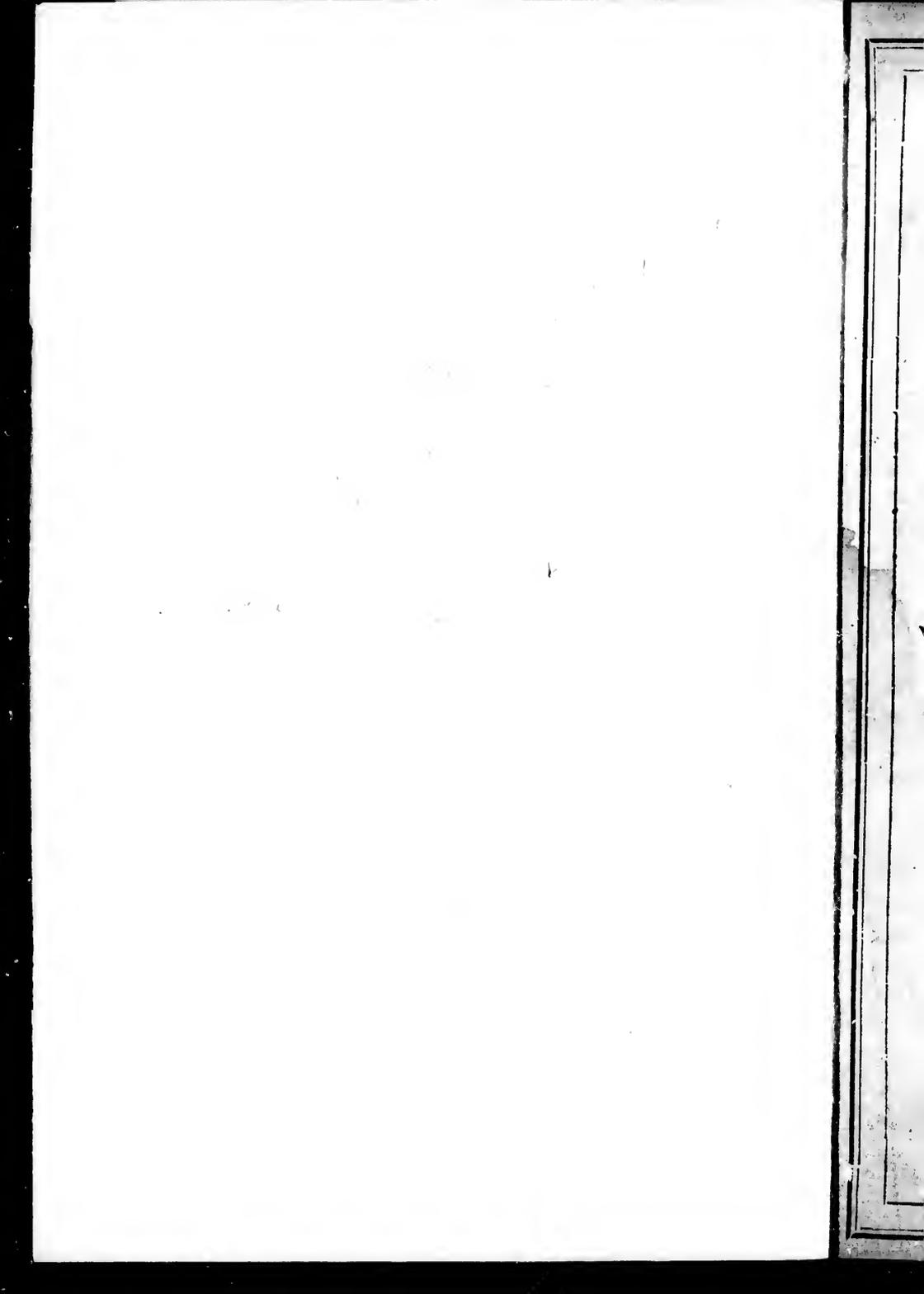
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CARLETON COUNTY

AND ITS

Various Resources.

A REPORT

PRESENTED TO THE

WOODSTOCK ATHENÆUM

FEBRUARY 11, 1864.

Second Edition.



WOODSTOCK, N. B.

PRINTED AT THE "CARLETON SENTINEL" OFFICE.

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REPORT

On the Agricultural, Mineral and other Resources, and the Industrial and Commercial condition, of Carleton County, with special reference to the question of Railway Extension.

To the President and Members of the Woodstock Athenæum :

The Committee appointed under Resolution of the Meeting of the Athenæum of 28th of January last, to prepare a Report embodying all the statistical information attainable as to the Resources and Trade of Carleton County, have during the two past weeks been engaged in that work, and now present to you the result of their labors.

Although no mention is made in the Resolution under which the Committee was raised of the subject of Railway extension, it was understood at the meeting that the Report was to bear directly upon that question.

This idea of the extension of our system of Railways has been recently taken up in the City of St. John by leading and influential men of our commercial metropolis ; and has been readily caught up and welcomed in a number of places on the western side of the Province. The proposition, as enunciated in a paper read before a meeting composed of the members of the St. John Chamber of Commerce, and other gentlemen of that city, it is to connect St. John with the St. Andrew's line ; to connect by a branch line with Fredericton ; and by another branch line with St. Stephen. This movement is in connection with a similar one in the State of Maine, the object of which is to unite the system of Railways of Maine with those of New Brunswick and Nova Scotia ; it being believed that should the union be made between New Brunswick and Maine, Nova Scotia would lose little time in building whatever length of road was necessary in order to bring her Railways into connection with ours. This done, we should have the long contem-

plated European & North American Railway completed, and a connection made between the interior of the Province and the principal seaports on its Southern and Western sides.

The paper read by Mr. Burpee before the St. John Chamber of Commerce has since been published in pamphlet form, and in several of the newspapers, and has thus been widely circulated throughout the Province. The proposed scheme has excited much attention, and met with very general favor in the western and southern sections of the Province. It is even said that it is not unfavorably regarded by some of the members for Westmorland and Kent. Mr. Burpee, having visited Woodstock to ascertain the feelings of our people in the matter, has had an opportunity of explaining his views to a number of our leading men; and the preliminary steps have been taken to call a public meeting of the people of the County, that a formal expression of their opinion may be had on this important question.

Meanwhile the Athenæum, which has had the subject under its notice, has resolved to do what it can to inform the public mind with respect to the position which Carleton should take in the matter of Railway Extension; and with that object has ordered the preparation of this Report, with the intention of publishing the information which it contains.

Let us now, without further preface, enquire, first, of what value generally the proposed extension of Railways would be to our own County.

The Province has expended some five millions of dollars upon the St. John and Shediac Road, which, so far from being of any direct service to Carleton, has been a positive disadvantage, because it has enabled the agriculturists of Prince Edward Island to compete with ours in the markets of this Province. We have been saddled with a heavy annual tax, to assist the people of another colony to drive us out of our legitimate markets. In any further construction of Railways by the Government, or expenditure by Government upon their construction, it becomes us to insist that due regard should be paid to our long neglected interests. And if the proposed extension gives a promise of serving those interests, and is feasible in itself, it behoves the people of Carleton to give it a prompt, unanimous and hearty support.

This scheme carried out, Carleton County would be united, by its centre of business, Woodstock, by Railway with Fredericton, St. Andrews, St. Stephen, Calais, St. John. And by St. Andrews, St. John and St. Stephen, it would have connection, in one direction, with all important places in the United States; and in another direction, with the Northern and North Eastern portions of this Province, and with Nova Scotia and Prince Edward Island.

Let us glance, very briefly, at a few of the facilities which we shall thus have secured.

A resident of Carleton could get into a train at Woodstock. He could be in Fredericton in say four hours and a half; or in St. Stephen or Calais in four hours and a quarter; or in St. Andrews in four hours and a half; or in St. John in six hours. In twelve hours he would be on the borders of Nova Scotia.

To reach St. John now requires 33 hours. At certain seasons of the year there is a connection by which St. John may be reached in a day and a night; but for all practical purposes we cannot call the journey much less than $1\frac{1}{2}$ days.

Next consider the relative cost of travelling by the two modes of conveyance—that at present available, and that provided by a Railway.

During the season in which steamers run both above and below Fredericton, the fare through to St. John is generally two dollars fifty cents. As you have two days travel, you must add, at the lowest estimate, one dollar fifty cents for other necessary expenses; making the actual expense four dollars. But for one half the summer steamers do not run above Fredericton; and during this time the only public conveyance is the stage, with a fare of three dollars, between Woodstock and Fredericton. In winter, say from the fifteenth of November to the first of May, nearly six months, the whole distance must be travelled by stage.

By the proposed Railway one could leave Woodstock after a meal, and arrive in St. John in time for the next; and this at a cost, in Summer and Winter alike, of two dollars fifty cents. To make a trip to St. John at any season would occupy little more time than it now does in Summer to run to Fredericton and back by steamboat. The merchant, lumberer, farmer or mechanic from any part of Carleton would be

enabled to leave his residence any morning, go to St. John, and be back at home in the evening of the next day, having out of the thirty-five or forty hours of his brief absence, upwards of twenty hours to bestow upon his business. This facility of travel would alone make, in a few years, no small revolution in the County.

With respect to freights the proposed Railway extension would afford us advantages of still greater importance.

Our freight from St. John now comes mostly up the river. Goods are hauled over to Indiantown; shipped at that place; landed on the wharves at Fredericton, and perhaps warehoused there; and again shipped for Woodstock. The cost of transportation is about sixty cents per barrel. But traders well understand that the detention, damage of goods, and danger of loss, by this route constitute a draw back which adds a heavy per centage to the cost. And this is only a portion of the disadvantages under which we labor. During the whole winter, nearly one half the year, transport by this route is impossible; unless resort is had to the expensive resource of hauling by teams over one hundred and twenty eight miles of road.

By the proposed Railway, neither Summer nor Winter, high water nor low water, would affect transportation in any considerable degree. Mr. Burpee, in his calculations, puts the tariff of freight at two cents per ton per mile; which is actually higher than the tariff on the St. John and Shediac Road. At this rate the transportation of a ton from St. John to Woodstock would cost two dollars fifty cents; and a barrel of flour would cost say twenty-five cents. We should have the benefit of the same proportionate reduction in down freights. A bushel of oats would be carried to St. John for four and a quarter cents; a thousand of shingles for twenty-five cents.

In these illustrations we have spoken only of St. John. But we should have the same facilities of travel and transport to and from St. Andrews, St. Stephen, Calais, Fredericton, and other places. We should have opened for the agricultural, lumbering and mineral productions of Carleton, the markets, not only of our Province, but of the sister Colonies, of the United States, and of the West India Islands. The industrial classes of our County would be ensured a prompt, ready and regular sale for their products, and would receive more for them;

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while on the other hand every consumer of imported goods would have to pay less for these than he does at present. A trip to Boston, to the North Shore, or to Nova Scotia, would scarcely cost more, either in time or money, than does now a trip to St. John.

Having satisfied themselves that the proposed Railway extension would be an advantage to them, the people of Carleton should next turn their attention to the cost of the work, and the probable receipts from traffic and passengers, in order to ascertain the amount of the burden which the construction will impose upon the Provinces, and the paying capabilities of the lines.

Mr. Burpee estimates the cost of the extensions at thirty two thousand dollars per mile. The whole length of Road necessary to be built to complete the connections with St. John, Fredericton, Woodstock and St. Stephen, would be, say one hundred and eight miles. At \$32,000 per mile the expense of construction would be \$3,456,000. He makes an elaborate calculation of the probable receipts, by which he shows that after making all necessary deductions there would be \$185,500 a year to meet the interest payable upon the money expended in construction. That interest would amount, at six per cent to \$207,360; leaving \$21,860 to be provided out of the Provincial Treasury to meet the surplus interest. As the country prospers, and industry and trade grow, the earnings of the Roads would increase, and the amount necessary to meet surplus interest would decrease. If the Road fell short no more than twenty one or twenty two thousand dollars of paying the whole interest the first year of its existence, it is as certain as anything can well be that in three years its business would increase to that extent, if not, indeed, to much more. The proceeds of the St. Andrew's Railway for 1863 were probably \$40,000; this year they are, on good grounds, estimated at \$70,000. But if the amount to be paid by the Province towards the annual interest should be the sum named above, the share of this County, according to population would be but about \$1,400 a year. Surely if our people had to pay this for a few years, until the Road became self-supporting, it would be the cheapest of all possible bargains, considering the inestimable advantages which the extensions would secure to us.

Your Committee are of opinion that if the County of Carleton gives

its support to the proposed Railway extension it should be on the express condition that the St. Andrew's line, or a branch thereof, be carried in to tap the River St. John at the town of Woodstock. This is necessary not only for the purpose of securing the traffic of the County, and of the Upper St. John, but as a measure of justice to the County itself. Here we have already gathered the rudiments of a city, a home market, and a manufacturing centre. Woodstock, both by its natural location and the progress which it has made, is the natural centre of business for the County. If the lower St. John desires these extensions and expects the support of the Upper St. John, we are entitled to demand the line to the St. John River at Woodstock as an integral portion of the whole scheme. It is in vain to expect that a Road with a terminus seven miles from the River, and much nearer Houlton than Woodstock, can secure the trade of this County. If it is desired, in order to secure the Aroostook trade, to make a branch to Houlton, let it so be; but we should ask, as an indispensable portion of the scheme, that our County should meet the consideration to which it is entitled in fairness to itself, and which is much less than it would have a right to ask in return for the traffic which it could give to the proposed extensions.

In order to show what the County of Carleton can now do, and of what she is capable, in furnishing traffic for the proposed lines, we present some of the statistics of her resources and production.

Carleton and Victoria occupy a peculiar position on the Map of the Province. They are further from the seaboard than any other portion of New Brunswick. Out of our fourteen Counties, eight,—Charlotte, St. John, Albert, Westmorland, Kent, Northumberland, Gloucester and Restigouche,—border on the sea; and have all the advantages afforded by their proximity to the great highway of nations. Through four others,—King's Queen's Sunbury and York,—runs the St. John River, which though closed in Winter, is navigable in Summer, throughout all these Counties, as far as Fredericton, for large steamers and for schooners. The tide actually makes to a point five miles above Fredericton. But Carleton and Victoria are far inland—far removed from the facilities of commerce possessed by the seaboard Counties, and to a less, but still very great, extent by the lower River Counties. Were our County far in the rear in industrial and commercial progress, we might

well adduce this as a more than sufficient excuse. *They* have at their doors, the highway of the ocean ; *we* can only reach that highway by the bye path of one hundred and fifty miles of a River, the upper portion of which is practically unnavigable for seven or eight months of the year. Then, in extent Carleton County is insignificant compared to the area of the Province. It covers perhaps seven hundred thousand acres, or about 4-24 per cent of the 16,500,000 acres of the area of New Brunswick.

Yet, with all these disadvantages, what is Carleton now industrially ? what has it done ? and what has it the capacity to do ? We shall cite a few facts from the Census Returns of 1861, which may perhaps astonish those who, while they confine their travels, in their own country, principally to the expansive districts of the "North Market Wharf" and "Chubb's Corner," fancy they *know* the Province of New Brunswick. The population of Carleton County much exceeds proportionately its area, forming 6-49 per centum of that of the Province. Comparing Carleton with the Province, we find that in 1861 she had 9-17 per centum of the improved lands—more than double her proportion according to area ; and that the value of her farms was 7-89 per centum, or nearly double the proportion of her area. In that year she raised 9-19 per centum of the Hay ; 9-69 of the Wheat ; 18-61 per cent., or more than four times the proportion of her area, of the Oats ; 22 per cent. of the Buckwheat ; and 26 per cent., or more than one quarter, of the Rye. Follow up the inquiry : she raised 11-51 per cent. of the Turnips ; 22-95 of the Beans ; 15-43 of the Peas ; 22-20 of the Indian Corn ; and 83-26 of the Clover Seed. Only in a few articles of farm produce—Carrots, Potatoes, Barley, &c., did she fall short of these ratios. Then proceeding to other productions of the Farm, the Loom, and the Factory, we find that Carleton produced 10-60 per cent. of the Butter ; 11-74 of the Cheese ; 11-07 of the Maple Sugar ; 11-05 of the Wool (an astonishing production considering her large annual exports of Sheep overland to the United States markets) ; 9-18 per cent. of the Pork ; 9-61 of the Cloth and other Home manufactures. Of Honey, over one third of the production of the Province is in Carleton County—35-52 per centum. The Carleton Tanneries produce 8 per cent. of the Leather ; and her shops over 13 per cent. of the Saddlery, and over

9 per cent. of the Boots and Shoes. And nothing speaks more strongly of the progress of Carleton than the fact that, insulated and cut off from the outer world as she has been for many long years, only one County has, in the ten years from 1851 to 1861, surpassed her in proportionate increase of population, and that she was five per centum above any other, and 17-35 per cent. above the average of the Province. Albert, owing to the richness of her mines, increased 49-59 per centum; Carleton 47-40, and Victoria 42-40.

This wonderful proportionate production of our County must be attributed in the first place to the surpassing fertility of its soil, and secondly to the spirit and enterprise of its people.

But Carleton would have shown a much more wonderful production than this were it not for the barrier drawn across its centre by the River St. John. On the West side are the centres of business, the towns and villiages, the principal mail routes and means of communication. To reach the world the East side must cross the River. A great gulf separates East from West. During the winter the ice forms a sufficient Bridge. But during summer the only means of crossing are boats propelled by hand (except one horse boat). One can scarcely, without an actual experience, realise the loss, cost, and vexation arising from the want of better facilities for crossing. In the Spring and Fall, when the ice is running, even these poor substitutes for a Bridge are laid up; and for weeks the River is, for the purposes of ordinary business, impassible. It follows that the East side is regarded as a sort of forlorn region. Land is of less value—the farmer and laborer's toil is less remunerative, on that side than on this. On this account the settlement of the East side is very much retarded. Nevertheless settlement, under all these drawbacks, is proceeding on that side with astonishing rapidity. More than one half the surface of Carleton lies on the East side of the River St. John. The East has 385,000 acres; the West 315,000. But the effect which the River has had is shown in this: on the Western side there are 81,247 acres improved; on the Eastern side but 19,983. On the Western side there are in farms unimproved 190,202 acres; on the Eastern side only 70,558 acres. And while on the Eastern side there remains probably some 150,000 acres of ungranted lands, the Crown has scarcely an acre left on the West.

Nevertheless; despite the drawbacks which we have here set out, and our statements respecting which are corroborated by the figures above given, settlement proceeds on the Eastern side with great rapidity. The extensive and prosperous settlements of Glassville and Johnville are the work of but a few years. A half dozen years since there could scarcely be found a settler in these regions; but a year ago even one of them had become so important that the Legislature set it apart as a new parish. If we wish to form a pretty correct notion of the rate at which settlement is proceeding in the Eastern portion of this County we have but to turn to the Report of the Crown Land Department for the year ending 31st October, 1862, and observe the approvals of applications for Government lands under the Labour Act. It will be easily understood that lands applied for by actual settlers are applied for under the Labour Act; and that lands which are applied for by payment down, or by instalments, are generally *bought* for purposes of speculation. Now in the year mentioned, the Crown Land Returns show that of 1,004 approvals of applications under the Labour Act in the Province, there were 234 for lands in Carleton County; while of the number of acres for which applications was thus made, in all 95,955, over a third,—23,202,—were located in the County of Carleton.

Had there been a Bridge across the River for the last ten years, at this day the East side would probably have been little, if at all, behind the West side in production. A Bridge would nearly equalize the advantages of the two sides; and with a Railway to Woodstock such an impetus would be given to settlement upon the enormous extent of wild lands on the East side, that in ten years from the time at which the Bridge was completed we should have the productions of the County double those of its West side. With these facilities of communication Carleton would, in a few years drive from the markets the competing produce of Nova Scotia and Prince Edward Island. Her capacity for agricultural production cannot be judged by what she does at present produce, both from the want of access to the East side, and because her farmers have no regular and steady market in which to dispose of their surplus produce. The home demand in our villages and in the lumber woods, falls very far short of what is necessary to draw forth the capa-

bilities of the soil. Consequently production is cramped, and kept down to the narrow limits of demand.

Of most of the Mineral resources of Carleton little is as yet known. The presence of Copper over a considerable extent of country has been known for years; and Copper Mines have been opened and worked, but not as yet profitably. Limestone is abundant in several districts. Hydraulic Limestone has been found; as has also been Antimony and other minerals, besides large quarries of Roofing Slate. To these and other minerals and stones we shall make no further reference; as they cannot be counted on as of immediate availability in furnishing traffic for a Railway. But the developement of the Iron Mines has already commenced; and in them Carleton possesses the crude materials which must, with Railway communication, make her second in wealth to no district of the same extent in North America. The great difficulties under which we labor in the working of our Iron Mines, are, first, the inconvenience and cost of the present mode of transportation to and from the seaboard, and, secondly, the want of Mineral Coal. As yet none but charcoal iron can be produced; and although this demands the highest price in the British markets, yet its production is limited by the difficulty of transport already mentioned, and must always be limited by the extent and cost of the supply of fuel. The following statistics regarding the present works, and the extent of the iron beds, have been kindly furnished by Mr. Norris Best, Manager of the Charcoal Iron Works at Upper Woodstock. The quantity of wood required for the operations of these works in 1864 is estimated at 12,000 cords, which will strip say 400 acres. Evidently with this consumption annually added to that necessary for the ordinary purposes of the County, wood must go up in price, and the expense of producing Charcoal Iron must be increased. But the present works furnish a very considerable addition to the business of the County, and would provide an item in Railway traffic of no small importance. The estimated production of pig iron for 1864 is 2,750 tons, employing at the mines and about the furnace and works seventy-five men. Twelve teams, with their drivers, find constant employment in hauling the ore, while to cut the wood requires say one hundred and fifty men for twelve weeks; and to haul it some sixty teams and their drivers for the same length of time. The

down freight of the pig iron for 1864 is estimated at \$5,500. During the winter the iron, in order to keep up a regular supply for the English market, has to be hauled on sleds to the Houlton Road terminus of the St. Andrew's Railway, a distance of nine miles, thence sent by Railway to St. Andrews; and from that place shipped by schooner to St. John; and every ton thus transported from Woodstock to St. John, costs one dollar and twenty-five cents additional. With a Railway communication between Woodstock and St. John, the iron could be sent for two dollars throughout the year, and thus on one half the quantity produced there would be a saving in transport within the Province of one dollar and a quarter per ton. The up freight for the Works is estimated for 1864 at \$4,500. Thus for 1864, from the works of the Iron Company alone, the proposed Railway would receive a traffic at present worth \$10,000.

Mr. Best states to your Committee that if there were continuous Railway communication from St. John to Woodstock, so that mineral coal could be delivered at the works at a rate of $1\frac{1}{2}$ cents per ton per mile, it could be used profitably for iron smelting in this County; and that every description of iron, whether for the varied uses to which malleable iron is put, or for castings, could be produced in Carleton County and sent to St. John at a price so low as to compete successfully with English and Scotch irons. In fact, the result would be that three-fourths of the importation of British and Foreign iron would cease.

Of the crude material we have such abundance as would not only supply our own consumption but furnish almost any amount needed for exportation. A notion is abroad in some parts of the Province that the present company monopolizes all the iron mines of Carleton. But the truth is that the portion held by lease by the present company is a mere patch compared with the enormous extent of our mines. The Iron District runs in a North Easterly direction from the Parish of Richmond across the whole extent of the County. How far it extends into the State of Maine does not matter in the present inquiry. From Richmond it extends across the whole Parish of Wakefield, then crosses the River and extends up the Begaguimic River. Mr. Best has traced it a distance of some twenty eight miles. Mr. Cadman, Engineer of the Iron Works, while on the Tobique River, found the same Iron Belt extending as far

as the Agulquac, say sixty-five miles from our starting point in Richmond ; and although he made no attempt to trace it further, he judged that, from the nature of the country, it continued on—how far he had no means of judging. This belt of ore varies in width, but has say an average width of six miles. Of this vast iron region, covering probably 250,000 acres, the present Charcoal Iron Company have under lease from the Crown 5760 acres, or less than one forty third part. The actual mining operations of the late company and the present, have been confined to opening the ground in a number of places, over a surface of less than two acres ; the greatest depth reached in any one place being perhaps 20 feet. Four acres of the same richness in ore would provide one furnace with ore for fifty years. These statements can, we believe, be proved beyond the shadow of a doubt. We believe that all scientific men who have visited this district have expressed but one opinion as to the surpassing richness of our iron mines, and as to the almost inexhaustible means of wealth which Carleton possesses in them. In their developement we need only Railways. And your committee can boldly declare that if the proposed extension served no purpose other than to develop the iron mines of this County the building of it would be the most profitable public work in which New Brunswick could engage.

One of the most important items which Carleton would furnish as freight for the Railway would be small lumber. The capacity of this County and Victoria for the production of this description of goods is enormous ; and while the Railway would produce an immense expansion of the business, the present production is very great. The getting of tamarac and other roots has increased rapidly within a few years. During the present winter the quantities of these which are being got out along the line of the St. Andrew's Railway, and in this County, are enormous. The Railway is lined with them ; they may be counted by acres. Daily we see load after load passing through Woodstock to the Houlton Road Station, brought from the upper country and the East side of the River. The production of this County alone for this winter may be safely estimated at 10,000. An addition has recently been made to our timber business. It is well known that Hard Pine of a large size is brought from the Southern States to St. John for ship building purposes. But a gentleman from Carleton, St. John, has recently engaged a Carleton

County lumberer to furnish him with 100 pieces of large Tamarack for the same purposes to which the Hard Pine has been heretofore applied, and is to pay him \$2,400 for the hundred pieces.

The Shingle business has also increased wonderfully within a few years. Mr. Burpee states that the down-river traffic for 1863 was 32,000,000. The Deputy Treasurer at Woodstock informs your committee that in the same year 15,750,000 foreign shingles, (made in the adjoining parts of the State of Maine above Woodstock), were bonded here for exportation from the lower ports. It has been stated on the authority of an extensive lumberer that the production of shingles this winter above Grand Falls will be 50,000,000. A leading merchant of Victoria puts the production from Tobique upwards at 60,000,000. We may, therefore, say that at a low estimate 80,000,000 will be made in the St. John valley from Woodstock upwards; and that with a Railway tapping the River St. John 50,000,000 would be sent over it. At 25 cents per thousand this branch of production alone would produce to a Railway \$12,500.

Immense quantities of other small lumber might be depended upon as soon as Railway communication was perfected to the various markets and seaports of the Province. Among the most noticeable of these are clapboards and laths. But our wood production is already expanding into other equally profitable branches. We may mention that in the vicinity of the Houlton Road Station a manufactory of barrel, cask and hogshead hoops has been recently commenced. The proprietor pays persons in the vicinity twenty dollars a thousand, United States currency, for the small poles from which the hoops are made, and employs eleven men in making them. He states, your committee are informed, that the wood of the County is of a superior quality for this purpose, and talks of establishing factories along the River, in order to afford central points in every section to which farmers and operators may haul in the poles. The market for this description of lumber is extensive enough for an enormous business. From hoops we shall proceed to staves; and having got to furnishing the wood for "heads," we may consider the barrel and cask business perfected. Of course the manufacture and exportation of all these would form an important branch of our West-India trade.

On the trade of the County, and its exports and imports generally your Committee do not propose to dwell at much length, as their extent importance and rapid increase, must be patent to the most cursory observer. In attempting to obtain statistics of the traffic and travel on this River they have met unexpected obstacles. The following figures, however, may be relied upon as coming as near the mark as necessary for practical purposes :

Importation of goods into Woodstock for retail trade, say	\$350,000	00
Freight paid on goods upwards from Fredericton, by steamer and towboat, say	-	50,000 00
Passengers fare on same route, both ways, say	25,000	00
The imports into port of Woodstock, (as given by Deputy Treasurer) for year ending 31st December, 1863, were	147,123	69
The exports from same port for 1862 were	50,617	87
While for the year 1863 they had increased to	122,069	60

Of course these amounts are but what appears on the Custom House books ; but they convey some notion of the extent of the business now done at this port.

An important export from Carleton is that of Cattle and Sheep for the United States markets. Large numbers of cattle and immense flocks of sheep and lambs, are collected by drovers who pass through the County, from farm to farm. These are now driven over the Road to Bangor, and thence forward to the Brighton and other markets. Sheep in droves of from one to five hundred pass through Woodstock during the summer. This trade has existed for many years, and is on the increase. In 1863 probably some 7,000 sheep were thus exported ; Notwithstanding this great and regular annual exportation such has been the production that while the increase of sheep in the whole Province, from 1851 to 1861, was about 27 per centum, the increase in Carleton was over 36 per centum. Were there a communication the whole distance by Railway, the whole of these sheep and cattle would be sent thus to market ; and their freight would form an important item in the receipts of a Railway. Put the rate from Woodstock to St. Stephen at 25 cents each ; and the 7000 sheep would produce annually for the Road \$1,750. Cheapness and facility of transport would increase the business ; and with the proposed Railway extension the export would be doubled in a few years.

We have entered at some length upon the various productions and resources of Carleton County in order to show what business we could immediately furnish to a Railway; what increase in that business we might reasonably expect. We desired also to place Carleton County before the public in a light somewhat more consistent with her actual importance than that in which she is generally viewed. In other portions of the Province, more particularly in the commercial metropolis, no adequate notion of what Carleton is, and of what she is capable, exists. True she has a high reputation as an agricultural district, and her people are favorably known for their intelligence and enterprise; but that reputation is rather a shadowy one; and if people abroad were asked to give facts and figures to substantiate the popular opinion concerning us, they would probably be puzzled to do so off-hand. Many of the facts and figures which are given in this Report may be found in official and other documents; but these are little studied. And it must be recollected that Carleton cannot be fairly judged by her present actual production, magnificent proportionately as that is. What she now does is but a trifle to what she could do under favorable circumstances. As we have already stated, the inland position which she occupies, and the consequent difficulty and expense of reaching markets, have been a fearful clog to her advance; not only keeping down production in the branches of industry already opened, but preventing most effectually the opening of others which might be made equally remunerative. With proper facilities of Railways and Bridges, not only would her present production be probably quadrupled in ten years; but numerous new openings would be made for industry; and her production would increase in kind not less than in quantity. Whatever she has as yet been enabled to accomplish, has been accomplished in spite of difficulties and drawbacks the most disheartening. Everything has been against her except the richness of her resources and the enterprise of her people. For more than half the year she has been shut in from the outside world; what her people produced for sale could be got to market but for a brief time in the year, and that time the very one at which their attention was most required to their work at home. During the remainder of the season, her farmers could dispose of their produce only by hawking around the streets of a few villages and hamlets. With beef at three or four cents a pound, and oats at twenty-five to thirty cents a bushel,—as has often been the case,—the agriculturist has little

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incitement to the expenditure of skill and capital upon his soil. But open to him the markets of the Province, the United States and the West Indies, and the effect upon production, both in kind, and quantity, would be marvellous. Our fields and mines and forests have but to be called upon in order to make a response in production that would build up the county at Railway speed.

It is not so much higher prices that our farmers need as a regular, ready and always open cash market. This has been the chief want—and the great and crying necessity. That want has chilled our energies—has dampened enterprise—has checked production. Give us an opening!—is our cry; in some direction; in any direction. If our own sea ports will not aid us in finding an opening for our surplus production and for our trade, we must search for it elsewhere. If we cannot have it by way of St. John, we will be driven to look for it by way of Bangor. Carleton desires the prosperity of St. John, and of every portion of the Province; the people of Carleton would prefer to have such a Railway communication as would enable them to make St. John their medium of communication with the world, because while their own ends would be accomplished they would assist in building up our own Province, rather than the cities of a foreign State. But our people cannot but feel, and do keenly feel, that very little has ever been done to supply our great want; that five millions of dollars have been spent to build a Railway coast wise from St. John to Shediac, to the disadvantage of our agriculturists; while upon our only highway to the sea, the St. John River, we have been grudging the few thousand pounds that have been expended. That Carleton and Victoria, with their immense resources, and their great production, could do more towards building up St. John than three or four coast Railways we fully believe. Last year the Province imported to the value of 1,900,000 dollars of agricultural produce. With proper Railway communication Carleton and Victoria could from their surplus supply this want, and that at a cheaper rate than St. John now buys. And it must be recollected that while Nova Scotia and Prince Edward Island, whence a large proportion of these exports come, take mainly in exchange money, Carleton and Victoria, dealing with St. John, would expend in that City almost the whole of the amount received for their farm stuffs sold there. We should supply the St. John markets at lower prices than those which at present rule in them; and we should leave in St. John the very money with which we were

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paid. We should supply her with lumber for her shipbuilding and manufactures at lower rates than she could otherwise obtain it; and we should give to her merchants and manufacturers the supplying of our greatly increased wants. In every way they would gain.

Let not the people of St. John delude themselves with the flattering idea that the St. John River secures to them under any circumstances the trade of Carleton and Victoria. The River serves us for five months out of the year passably well; for the other seven it is either partially or entirely useless. That this state of things can last let those believe who will; the people of Carleton do not. A gradual fermentation of public opinion has been going on; if an outlet cannot be found in the direction which they might wish, they will accept it in any other direction which offers. Already their eyes are directed westward. The St. Andrews line is doing good service, notwithstanding the unfortunate location of the Station at its upper terminus. Already no inconsiderable portion of the trade of Carleton and Victoria have been directed, through means of this Road, from our commercial metropolis.—Almost all of the goods sent in bond to Woodstock came by way of St. John; but of the \$147,000 imports of this port for 1863 over \$131,000 came from United States over the St. Andrews Railway. If the merchants of our own seaports underrate the importance of our trade, the shrewd and enterprising men of the State of Maine understand well its value, look to it with longing eyes, and are feeling after, and handling it with the tenacious grasp of the "Down East" Yankee. They bring over New England waggons and sleighs, and fill our County with them in exchange for cattle and sheep, and sheep skins. They send agents who sweep our butter off by wholesale for their own markets. They evidently desire the benefit of our trade; and instead of following the plan of some that we can name, of sitting at home with folded hands expecting it to come, they are sending out their emissaries in every direction. Should the long projected Bangor and Aroostook Railway be carried out, and an extension be made to tap the St. John River at Woodstock, as is proposed, our trade would as surely flow through the outlet thus made as does the water down the valley of the St. John.

Still another point is worthy of consideration. The people of St. John wish Railway communication with the United States. They desire it both for the purpose of the additional business which it may bring their city, and as an extension which will make the Shediac Road more

profitable, or less of a dead loss. To have the western extension a profitable work is therefore a matter of the utmost importance. Should the western extension be built it would be found that the few miles of the branch from the St. Andrews line in to tap the St. John River at Woodstock would be the best paying portion of the whole line. Competent authorities have calculated that after paying expenses it would give a dividend of eight to ten per cent. per annum upon the amount necessary to build it. The additional business which it would furnish to the main lines might make all the difference between a paying and a non-paying Road. At all events, to divert to it from the St. John River such portion of the Woodstock freight as would naturally take the Railway were it extended to the St. John at Woodstock, would swell the receipts of the Road, and in a few years make it a paying and not a losing speculation. Now, clearly, if this will be the effect it is the interest of St. John to support the Woodstock branch. It is not a question between River and Railway. The River will remain where it is if the Railway be built not less than if no Railway ever join Woodstock and St. John. What does it matter to St. John whether its goods be carried up the country by River or Railway, except that in sending them by Railway they may furnish it with such an amount of freight as will justify the undertaking of its construction ?

Your Committee, before closing this Report desire to add a few words on the Woodstock branch. They have already endeavored to show that in order to complete the extension scheme that branch must be built. It should be built in order to draw the traffic not only of Carleton which centres at Woodstock, but of the whole valley of the St. John River, above Woodstock. So long as there is no Railway communication further up, the St. John will be used to carry the freight and passengers of the upper country down to and up from the Railway. But to effect this the Railway must touch the River. And Woodstock is the point at which it would naturally tap the St. John, for the reasons which we have already given. But our town is not only the point at which the trade of the county concentrates, and at which the trade of the upper districts would centre, in order to reach the Railway ; but Woodstock is the point at which in a few years a Bridge must be built to accommodate the much neglected Eastern side, and to develop its resources and promote its settlement. Further, Woodstock is not the centre of our county alone ; a large portion of York County lies in such

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a position as to be most accessible through our Town. The boundary line of York is but seven or eight miles from Woodstock, while it is some forty from Fredericton. If you draw a line through the county of York at every point equi-distant from the capital and our Town, you will find that from one third to one-half of the unsettled lands in York, are nearer us than they are to Fredericton. Woodstock is as naturally the market and the centre of business for this portion of York as it is of any part of the County of Carleton itself.

The cost of this branch, say from DeBeek's Mill to the Town, would not be greater per mile than that of the extension westward from St. John. The distance is variously estimated at 7, $7\frac{1}{2}$ and 8 miles.— Taking the latter estimate, at £8,000 per mile; it would add to the cost of the whole work \$256,000. It would pay probably as well as any portion of the proposed extension of the same length, and much better than the average of the whole line. We will only add that to get goods carried between Woodstock and the present station of the St. Andrews Railway on the Houlton Road, seven miles, costs on an average half as much as the freight of them over the eighty-eight miles between that station and St. Andrews. We leave it to the public to infer from this fact the inconvenience and annoyance and expense which are entailed upon the community; and to decide whether this fact itself does not furnish a sufficient justification for the people of Carleton making the building of these seven or eight miles an indispensable part of the scheme.

In submitting this Report your committee must express their regret that the circumstances did not admit of the expenditure of more time in obtaining the information respecting the resources and condition of the County required by the Athenæum. The facts and figures of which the Report is mainly composed had to be hastily collected from a vast variety of sources; and from the necessary haste with which the work has been done, your committee have not been able to make it as elaborate, reliable and satisfactory, as they could have desired. Your committee suggest that though it be now necessary to put it in print in its present form, in order to aid in the accomplishment of a certain purpose, yet to obtain and publish the fullest and most reliable information possible respecting our County is a matter not of temporary but of permanent interest. This Report might be taken as the basis of more searching

and extended researches; and the Athenæum, taking a sufficiency of time for the purpose, and applying to the task the varied information and experience, and the energy and application of its various members, might produce such a full and reliable account of the condition, resources, trade and prospects of Carleton, as would place it before the world in the position to which by the richness of its natural resources, the development of its industry, and the intelligence and enterprise of its people, it is justly entitled. Such a work would be of immense benefit to the County, and would worthily employ the labors of our young but spirited association.

Respectfully submitted.

JAMES EDGAR,
Chairman of Committee.

Woodstock, February 11th, 1864.



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