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RICHIBUCTO, N. B., AUGUST 31, 1899

THE AGRICULTURAL OUTLOOK.

Everything points to the present as the best year for the farmers of Canada in the whole history of the country. In our own Province the hay crop is above the average with the American price ranging higher than for three years; oats are much better than last year, potatoes and other roots an average crop, while the wheat crop has been a grand success, as the danger from rust is now over. The wheat crop is estimated at from 500,000 to 600,000 bushels or an increase of from one-third to one-half more than last year and double the crop of 1897. To market this crop, there are already five roller flour mills in operation at Buctouche, Shediac, Woodstock, Memramcook and Petit Rocher, and five more mills are expected to be ready in time to handle this year's crop. These latter are situated at Campbellton, Caraquet, Newcastle, Boiestown and Rogersville. Other roller mills are in course of construction, besides which there are a number of smaller mills of the old style in different sections. In the matter of dairy products, the increase this year is as foretold in THE REVIEW, and must be very gratifying to the Local Government through whose efforts the extension of this very important industry is largely due. Last year the cheese factories of New Brunswick manufactured 1,500,000 pounds of cheese, while this year the output will be in the vicinity of 2,000,000 pounds with a promise of still greater increase for next year, as several new factories have been opened during the year with more to follow. The output of butter shows even greater increase and indicates that the farmers of our Province are at last learning the lesson of co-operation in butter making. Last year there was less than a hundred thousand pounds of creamery butter made in New Brunswick, the exact figures being 98,628 pounds and even this was an increase of 56,882 pounds over the previous year. This year the amount of the creamery butter product is estimated at 300,000 pounds or over three times as much as ever before. All of the creameries are increasing their facilities and new ones being erected, so that the future development of this branch of the dairy industry will no doubt be very rapid. In an interview the other day in St. John, Mr. Labilloy, Provincial Secretary for Agriculture, stated with reference to the quality of the output and the prices obtained, "that the butter has been of an excellent quality, and has taken a high place in the English market. Good prices have been obtained, the farmers receiving net 19 and 20 cents per pound. The reports from the English market have given the utmost satisfaction to

the officials so much so in one case that one of the dairy superintendents has had a letter he received framed and hung up in his house so proud is he of the testimonial to the good qualities of New Brunswick butter.

"The Northampton creamery has been shipping through Montreal, there being no cold storage facilities in St. John. The first shipment from this creamery sold in the English market at within three shillings of the highest prices obtained for Danish butter which is considered the best obtainable. The Northampton article gave such good satisfaction that the last shipments brought within one shilling of the best Danish butter and the highest price yet received for any Canadian butter."

Nor is New Brunswick alone in its agricultural prosperity, for the reports from other sections of Canada denote good crops in all of the Provinces. The wheat crop of Manitoba and the North West is given on the authority of Mr. W. W. Ogilvie, the miller, as not less than 50,000,000 bushels, while prices are firmer than they have been. The export trade in Canadian cheese this year from Montreal is expected to be greater than ever before, as already 940,237 packages have been shipped as against 788,237 packages in the same period last year. The value of the cheese export is estimated at \$18,000,000. The output of butter will show a far greater increase, for since the 1st of May there has been shipped from Montreal nearly 200,000 packages of butter as against a total shipment last year of 69,306 packages. The great fruit crop in the adjoining Province of Nova Scotia promises well betokening prosperity in the most fertile section of that great agricultural province. Altogether the people of Canada will have ample cause for thanksgiving in the abundant returns shown in all departments of agriculture.

CANADA'S CANAL SYSTEM.

We in the lower provinces with our interests centred in the government railway are apt to estimate the public works of Canada by what we see of them and to regard as of importance only such of them as conduce to the material advancement of our own little interests. Beyond and beside the railway system and coastal services built, equipped and maintained at the public expense, and far surpassing these in importance is the splendid system of national canals connecting the Great Lakes with the St. Lawrence River, affording the only outlet for their trade to the seaboard. As Canada grows, so will increase in importance these arteries of the national trade life, for as time passes keener will become the competition between ourselves and our neighbours in the great republic to the south, for the control of the ever increasing trade in grain, etc., of that vast agricultural section known as the middle and north west states and provinces. The possession of our superior canal system must have a great effect in deciding that this export trade, or our own portion of it at least, will pass to the sea through Canadian rather than American channels. In the past three years over \$9,000,000 or nearly three million dollars more than the whole amount which in that time has been added to the public debt, has been spent in deepening the main canals of Canada to allow vessels of 14 feet draft to navigate from Lake Superior to the Atlantic ocean. This expenditure is money judiciously spent in opening up the whole interior of Canada to communication with the sea and by the greater depth of water affording an opportunity to cheapen the transportation of grain by the employment in the carrying trade

larger vessels of greater carrying capacity. This policy is bringing Canada into notice in the United States where some little apprehension is being manifested at the possibility of its effect being the diversion of the American grain trade through the port of Montreal instead of via Buffalo and the Erie Canal to New York.

The St. Louis Globe Democrat, in an exhaustive article on the Canadian canal system, comments as follows on the good judgment shown in this expenditure:—

"Whatever may be the faults of Canada, it has given the world a remarkable illustration of enterprise in building important canals. In a short time loaded vessels of 2,500 tons capacity will be able to pass through Canadian canals, with a depth of 14 feet, from Lake Superior to the Atlantic. The Dominion has spent upon its ship canals \$55,000,000, or \$10 per capita. A like expenditure in the United States would amount to \$700,000,000, or enough to build four Nicaragua canals, according to the latest estimate. The Mississippi could be deepened to 20 feet from Minnesota to the mouth for a fraction of the amount. Canada's canals are frozen up half the year, and yet the people have willingly spent a vast sum to perfect a system reaching from the head of the great lakes to the sea. The money has been properly handled, the engineering is efficient, and the people are satisfied with the investment. There are no canal scandals and no anti-canalar party. The whole business has been carried forward practically, honestly and steadily.

"In view of such results secured by a people not very rich or numerous, and restricted to a cold climate, it is certain that the waterways of the United States are destined to receive far more attention than now. The smallest Canadian hamlet on Lake Superior will soon have the advantage of a depth of 14 feet all the way to the ocean. Imagine the Mississippi below St. Paul improved to that extent. A splendid empire would be opened up to steamships able to carry 2,500, or 3,000 tons at the most favorable rates in the world. Canada deserves credit for pointing the way and spending its millions with far sighted judgment and liberality."

THE HARBOR IMPROVEMENTS.

We are happy to be in the position to give an absolute denial to the statement, which, for political reasons, has been circulated to the effect that nothing further would be done at present with the Harbor improvements in the Richibucto River. Some of our good conservative friends have been telling one another (and anybody else gullible enough to listen to them) that the Laurier government had only started these important works last year on account of the local elections coming off and had no intention of carrying out the pledge of Mr. Tarte to make Richibucto a safe port of shipment. These false prophets have been good enough to add that nothing more would be done until the eve of another election when a further bluff of continuing the work would be made. We are pleased to know that orders have been given to start the work and that foreman Haines and his men are again at work, having started in on Monday last. If our friends the enemy chokes to take this as an unflinching sign of an approaching election he is welcome to do so.

As we have explained in former issues, the problem confronting the engineers of the Public Works Department in these improvements on the Richibucto River, is similar to that experienced by them in regard to the navigation of the other rivers of the north shore, such as the Miramichi and Restigouche. It is nothing more or less than the problem of making the work permanent, for owing to the shifting nature of the bar, any dredging done is but of

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temporary value and seems largely a waste of money. The plan suggested by Engineer Shewen seems the only practical remedy for the difficulty. His idea is to narrow the entrance to the river by running breakwaters out at an angle from either shore, thus forcing the river into one channel instead of three, in the belief that the force of the tides and of the river current will keep this one channel continually clear of any filling in such as now goes on. If this plan is successful it would not only solve the problem here and along the navigable rivers of the whole north shore, but would be applicable to the harbour of St. John, where at present two channels exist, the deepest of which shows no more than 19 feet of water at low tide on the bar. There it is thought by continuing the breakwater to Partridge Island closing up the west channel entirely, that the east channel which is now used by all vessels except a few fishing schooners, could be maintained at a mean depth of at least 24 feet at low tide on the island bar.

Here in Richibucto the government is making the test which we understand has been partially tried with good success at Shippegan on the Gloucester coast, and we believe the Minister of Public Works is in earnest in his attempt to give Richibucto a proper harbour. The money spent in years past on incomplete harbour facilities along the whole Atlantic coast of Canada, has, by a short sighted policy of meanness mixed with extravagance, proven money also lutely wasted. It is useless for the present government to follow the example of their predecessors and erect one-half of necessary public works, leaving the other half unbuild. We believe that the present Minister of Public Works has grasped the difficulty with a determination to solve it, and that when he gets through, not only Richibucto, but all the harbours of New Brunswick will be placed in a position to carry on the shipping business and to export their lumber, etc., without the expense and danger now present. Every dollar, we repeat, spent prior to 1896 on harbour improvements along

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the whole Atlantic seaboard of Canada, was wasted either through ignorance or worse. With such a record before him, the present Minister of Public Works can afford to spend a few millions of dollars intelligently, and every intelligent person in the Maritime Provinces will agree that money could not be put to better use than in providing harbours along our coast.

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Wood's Phosphatine is sold in Richibucto by Estate W. W. Short.

**BUCTOUCHE NOTES.**  
 AUG. 27.—The crops in this locality are very good. Hay has proved a large crop. Buckwheat and wheat promise well. Nothing as yet can be told of oats.  
 The butter factory is doing exceedingly well under excellent management.  
 Blueberries are being canned here by Loggie, of Chatham. They come in large quantities, taxing the working capacity of the little factory to its utmost. They are bought at about 1 1/2 cents per pound. This industry will distribute considerable money throughout the country.

The Lodge of the I. O. G. T. of this place, is growing to tremendous proportions, and no doubt, will be, in the near future, a most potent factor in disseminating the principles of total abstinence throughout our county.

The noted evangelists and temperance workers, J. Parson Smith and Mr. Miller, held two meetings in the town hall, last week. Their speaking, songs and moving pictures were much appreciated.

There are a great many visitors to this place now, and they seem to enjoy themselves. I believe this to be one of the best places in Canada in which to spend the summer months.

Mr. James Snarr, from Gardner, U. S. A., with his wife and child, paid a visit to his aunt, Mrs. Bowen Smith. They went north to visit relatives in Richibucto and Harcourt.

The large hotel, the Bay View, a popular resort for commercial men, was sold at auction, Saturday, to Mr. James Irving,

for \$1620.  
 The Rev. W. T. Duncan, of Brooklyn, New York, preached to a large congregation in the Methodist church, Sunday evening. The subject, "How to live," was very ably dealt with, showing an extraordinary degree of force and eloquence.

Mrs. Peter Smith, mother of Mrs. Jas. Barnes, a lady 85 years of age, has been seriously ill for several weeks. I am glad to report a change for the better, and we may now look for her speedy recovery.

The much talked of kissing bugs having performed their allotted work where ever possible, seem now to have departed to haunts remote and unknown, there to employ themselves in taking the nasty taste out of their mouths.

Mr. John McIntyre, an old resident of this place, narrowly escaped what might have been a serious accident last week. He had driven to Notre Dame to bring home his son-in-law, who is working at the telephone line. They had to cross a narrow bridge at the head of Falconer's Pond. The old man refused to get in the wagon. The horse took fright and backed the wagon and driver into the deep pond. It was only by using mighty efforts, assisted by the men at work on the line, that the horse was saved.

She: 'Tell me, why were you in the Army, were you cool in the hour of danger?'

He: 'Cool! Why, I shivered!'

Judge: 'Why did you steal this gentleman's purse?'

Prisoner: 'I thought the change would do me good.'

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