

As to mention of specific names of individuals, these have been woven in as they logically occurred in the story. If desired, one way to get everyone's name in the book in the employees' edition would be to have a short section in the back devoted to years of service, as follows:

AT FRASER'S

25 years or more:	(list of names)
15 years or more:	(list of names)
10 years or more:	(list of names)
5 years or more:	(list of names)
Retirements:	(list of names)

A certain amount of repetition occurs in relation to individuals in the present manuscript, as well as probable errors in name spelling and punctuation. These can be eliminated in the editing.

Regarding necessary credit to sources of information, this has been done in the writing, but a brief bibliography in back of the book should take care of this required formality further.

No doubt you will want to be able to visualize what size book this manuscript will make. In its present length, it will make a book  $7\frac{1}{4}$ " x 11" - 96 pages thick - as per the enclosed dummy. In addition to the type, set in legible and pleasing style, this will accommodate 24 pages of illustrations. Thus, 72 pages of reading matter, 24 pages of illustrations. However, more illustrations can be accommodated, the writer feels - they are most essential. Also, there is nothing at all arbitrary about the size of the dummy - it is merely for visualization - it can be smaller and thicker, or larger and thinner - as desired.

No attempt has been made to suggest anything but visual size by the dummy - the present cover stock (in any color or texture) could be replaced with a regular hard book cover or this type of dummy could be enclosed in a box slip case - to preserve it nicely on the shelves of those who receive it.

Should we decide to have an external version of The Fraser Story made up for our customers, all of the present material would serve as an excellent basis for preparing such a manuscript - however, the approach, of course, would be different, i.e.: from the outside point of view; therefore, no doubt less personal - such as leaving out some names and shortening the account of the founding of the colony.

Mr. Aubrey Crabtree

-3-

April 29, 1949

Bearing in mind that the major portion of our employees are located in New Brunswick, Maine and P.Q., we have attempted to inject as much local color as possible.

Thanking you for your consideration of the material,

  
Mary B. Reinmuth

MBR:pd  
Encls.

cc: Donald Fraser

T H E F R A S E R S T O R Y

T H E F R A S E R S T O R Y

By

Mary B. Reinmuth

\*

In Collaboration with Donald A. Fraser

\* \* \* \* \*

\*

"The roads you travel so briskly  
lead out of dim antiquity,  
and you study the past chiefly because  
of its bearing on the living present  
and its promise for the future."

Lieutenant General James G. Harbord,  
K.C.M.G., D.S.M., L.L.D., U.S. Army (Ret.)  
American Member of Council at London  
The Newcomen Society of England

\*

Dedicated to the Thousands of Men and Women of  
Yesterday, Today and Tomorrow who Have Made and  
will Continue to Make The Fraser Story one of  
Continued Growth and Progress.

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A NOTE OF APPRECIATION

In writing The Fraser Story, the author is greatly indebted to Donald A. Fraser, grandson of the founder, for material concerning the colonization of Kincardine in New Brunswick, from the gathering of the colonists in Scotland and their trip across the ocean to St. John, through the first year in the new colony. Acknowledgment is also made of his helpful guidance in arranging various interviews important to the research for the project. Too, his memory of interesting incidents aided greatly.

Deep appreciation is also extended to Thomas Matheson, whose brief but accurate account of the history of Fraser Companies, Limited, served as a basic reference, throughout, and whose personal interview contributed greatly in helping to recreate the characters of the three Fraser men and William Matheson, whom the author never had the privilege of knowing. Also acknowledged is the assistance of Cecil Matheson and Kenneth Matheson, sons of the late William Matheson.

Great help, too, in establishing an understanding of the early lumbering operations in both Maine and New Brunswick, was given by Mr. W. T. Nash, whose expert and accurate knowledge of dates and background of the various Fraser acquisitions over the years was of inestimable value.

Space does not permit the inclusion of names of all others in the Fraser organization whose interviews aided in gathering necessary information about key people and points of progress in The Fraser Story. However, of these, Alex McLean of Plaster Rock and Alex Dunbar of Woodstock, both retired, merit special mention. Others of great assistance were Messers L. M. Sherwood, H. H. Henderson, G. G. Gillies, D. R. Seely, R. G. Macfarlane, J. L. Saunders, E. W. Ross, V. J. Bastin, W. A. Ketchen, O. E. Horton, Walter Clarke and D. A. Macalary.

We are greatly indebted to Mr. Fred Beatteay, former member of Fraser's Board of Directors and Mr. John Neill, a present Director, whose father was a lifelong friend and business contemporary of Donald Fraser in the early days. Both of these men, together with Walter Jackson, who retired as head of the Fredericton Boom Company in the twenties and who was one of the last to engage in long log drives on the St. John River, as well as Mr. Luke Morrison and Mr. Ned Murchie, sons of early New Brunswick lumbermen were generous with their time and interest in collecting necessary data.

Our appreciation is due Mrs. Clarence Webster, wife of Dr. Clarence Webster, eminent historian, for her help. Especial thanks are due to Miss Margaret Evans, Archivist of the New Brunswick Museum, St. John for her inestimable help in giving us access to early documents, reports and newspapers and in guiding our research there.... to the outstanding historian of early New Brunswick, Lilian M.B. Maxwell, author of The History of Early New Brunswick and other articles on the subject,.... to Dr. Alfred Bailey, Head of the Historical Department of the University of New Brunswick and the help of his staff in giving us access to early Fredericton and St. John newspapers and other sources of valuable information. Acknowledgement is made, too, of the generous assistance of Mr. D. W. Griffiths, recently retired Director of the New Brunswick Government Bureau of Information in Fredericton and his assistant, Mr. Fred Phillips whose interest in early New Brunswick history and understanding of the intent of the book has proven so helpful.

We wish to thank Norman Mackintosh, of the Public Relations Division of Canadian Pacific Railway, for obtaining for us a complete and accurate description of the Anchor Line SS. Castalia and her travels from the early port records in Glasgow.

Thanks, too, are in order to Mr. Thomas R. Thomson, of the Science Room Staff, Mr. S. Vigilante, of the Historical Room Staff of the New York Public Library, as well as to Mrs. Morris of the Historical Staff of the Minneapolis Public Library, through whose assistance research was made possible from their collections which contained much related to early New Brunswick History.

And lastly, appreciation is extended to Mr. J. ~~K~~ Stephenson, editor of the Pulp and Paper Magazine of Canada, for the continued excellence of this publication and its accuracy in portraying changing conditions in the industry through the years. Issues of this publication from 1913 on, as well as early issues of The Paper Trade Journal yielded much of importance to the author's education and enlightenment on conditions and developments through the years in the pulp and paper industry, as well as the industry' contributions of the Canadian Pulp and Paper Association and the American Paper and Pulp Association recorded in these publications.

FOREWORD

If the Fraser story could be told in technicolor, what a colorful pageant it would be! In time, spanning three quarters of a century, it would have all of the fascination and interest of the historical novel. But with a difference. It is still living history to hundreds of those in New Brunswick whose family history is completely interwoven with this story, as well as thousands of others whose activities today, and in the future, rest on the cornerstone built by the founder of those companies which preceded today's Fraser Companies Limited, the late Donald Fraser of Aberdeen, Scotland.

While the locale of much of the story would center in and about Edmundston, New Brunswick the backgrounds would flash back to Aberdeen, Scotland, cross the Atlantic to the city of St. John and trail up the scenic St. John River. It would portray the picturesque and historic area of New Brunswick called Victoria County, especially in the section of Kincardine, near what was once known as Muniac Mountain. Then it would include that section of the Province of Quebec in and around Cabano on Lake Temiscouata, so rich in early Indian lore, French tradition and Canadian history.

The story would continue in New Brunswick's capital, Fredericton, city of stately elms and massive cathedral, so important in the history of the early Loyalists, and so colorful in the early lumbering days when sawmills ruled the river. It would employ scenes along the Tobique River, famous these many years as a sportsman's paradise, and Plaster Rock, center of some of the important early operations in connection with the company that still continue today. The Northeast coast

of the Province of New Brunswick, adjacent to the scenic Gaspé Peninsula would be shown too, as well as scenes along the Miramichi River, where, in the early days, great ships were built and launched and the forests thereabouts were marked with The Broad Arrow to furnish masts for the King's Navy. Then Madawaska, Maine would come into the story, land of Acadians, and scene of the early "Aroostook War", disputed boundary between the United States and Canada. Later the scene would shift to the United States, and various other American cities, as well as England and other parts of the United Kingdom.

As for background music that might accompany the Fraser story, you would hear the swirl of bagpipes when the first Scotch settlers were greeted in St. John on their arrival... the sound of old hymns in the Melville kirk at Kincardine, the Scotch colony, the lusty and traditional "come all yeas" of the lumberjack songs in the camps in winter, or on the early spring drives, together with traditional French songs sung as they are in that section of Canada.

And what of the characters of the Fraser story, and their customs and costumes? They would start with Donald Fraser, the founder who came over from Scotland in 1873 to make a new home and future for his family, ... and the five Scots that followed his lead in the early days to establish the cornerstone of today's Fraser Companies, - his two sons, Archibald and Donald, Jr., William Matheson, Thomas Matheson and Andrew Brebner. Literally thousands of others would follow after, all contributing to the progress of the story.

And what of the lines that would be spoken in telling the Fraser story? Many of the early ones would be in the Scottish dialect, which Donald Fraser lapsed into all of his life. Of these, no words were more inspiring than those quoted in

"a Tribute to Twelve Nation Builders" published by Canadian Pacific Railway some years ago and containing a life sketch of Donald Fraser. In speaking of Canada's opportunities he said "any mon with grit an' brains can make a living and plenty of money in New Brunswick. I wouldna be afraid to start all over again," this latter comment gaining added weight in view of the hard work sacrifices and setbacks experienced by this great pioneer and adding significance to all that today stands as a living tribute to his early efforts, and the work of those who followed him.

And now on with The Fraser Story... from its beginning to today. In its compilation, the writer has been guided by the grandson and namesake of the founder, Donald Fraser,... aided by early company records such as old minute books laboriously written by hand, before the days of typewritten records,... enriched with information gained in interviews with old timers, several in their late 80's who, as boys, worked for Fraser's, as well as present Fraser personnel, now with the company. Old photographs, documents and historical background from the archives of The New Brunswick Museum, the library of the University of New Brunswick, the Lands and Mines offices of the Provincial Government all contributed needed information as well as early trade papers and old New Brunswick newspapers which have helped to reconstruct the picture. The generous assistance of several New Brunswick historians and a member of the Provincial government staff was given, aiding in an understanding of the growth and development of the lumber industry from its early days to today's era of almost endless uses for products of the forest.

This assistance is gratefully acknowledged, and it is the sincere hope of the writer that some measure of the inspiration gained in doing research for the story and developing it in the writing, may be passed on to those who read The Fraser Story.

New York City  
April 18, 1949

Mary B. Rasmuth



T H E F R A S E R S T O R Y

P A R T I

L A Y I N G T H E C O R N E R S T O N E

CHAPTER IWINDS OF CHANCE

There probably isn't one of us who hasn't, at some time or other, paused to consider how a mere quirk of fate has changed the entire course of our lives. It may have been what, at the time, seemed a trivial decision, it might have been some circumstance long weighed and considered, or it may have been something entirely beyond our control.

And we don't have to be avid readers of history to observe how a wind of chance has changed the entire course of other individuals, peoples, and even nations. In this respect, the Fraser Story is no exception.

Actually, it was merely due to a quirk of fate that Donald Fraser, and his wife and two small sons, Archibald and Donald Junior, were among those who boarded the Anchor Line SS. Castalia in the Firth of Clyde near Glasgow, on April 26, 1873, as she set out to cross the Atlantic for Canada. It was merely a matter of a few weeks before, that the Fraser family had intended setting sail in quite a different direction. For at that time, Mr. Fraser had accepted an engagement to go to Sweden in the interest of a lumber firm there. Well equipped for such an assignment, he was a member of a family active in the lumber business in Scotland for two generations. He had disposed of his household possessions and property, turning all his assets into cash, and settled his affairs preparatory to going to Sweden. In further preparation, he had been attending night school in Aberdeen, to learn to speak Swedish fluently. Then word came that a fire had completely destroyed the Swedish properties and with it, it seemed, young Donald's prospects for a new future in another land. But he was destined to satisfy his ambitions

to try his luck elsewhere, for it was but shortly afterward that he learned of a plan for the colonization of New Brunswick, Canada. Having envisioned the venture of establishing his family in a new land and having made all preparations for departure, his interest in the plan was ripe. Sponsored by Captain Brown of the Anchor Line, in cooperation with the Government of New Brunswick, the plan called for establishment of a Scotch colony called New Kincardine in Victoria County, New Brunswick, Canada. The colony was to be made up of emigrants from the East of Scotland, chiefly from the vicinity of Stonehaven in Kincardineshire, and of Kintore in Aberdeenshire. Aside from the practical features offered for the acquisition of land by the colonists,... the project had especially appeal for Donald Fraser and his family. For, as stated in the prospectus of the New Kincardineshire colony of New Brunswick, compiled by Captain William Brown of Stonehaven, and printed in Glasgow in 1872, "the object in forming this colony is to give the Emigrant all the advantages that the free institutions, fruitful soil. and most healthy climate, which New Brunswick offers, without breaking up home associations, or being forced to have to suddenly pull down, and almost entirely remodel and rebuild, the whole fabric of their moral and social ideas, to adapt them to ungenial, alien forms, often differing very much from those which every true Scotchman holds sacred as the most precious heirloom of his forefathers..."

Regarding the economic side of the picture, - the Free Grants Act of April 11, 1872 which governed the colonization plan incorporated various improvements and revisions over those originally established in 1849 when the Labor Act of that year had first made it possible for a new colonist to obtain a grant of land, live upon it and pay for it in labor on the roads in and near the settlement where he was located. Previous to 1849, intending colonists had been required to pay for their lands in cash, - a requirement often difficult for an immigrant family to meet. However, the Stevenson bill of 1872 incorporated the best provisions of the bill of 1849, and attempted improvements incorporated in 1856.

Other promoters of the colony in addition to Captain Brown appear to have been a Mr. Robert Stewart, who, with Captain Brown, visited New Brunswick in July 1871 for the purpose of selecting a suitable tract of land for the colony,.... and who returned to Scotland before Captain Brown did, and made a report to the association of immigrants through the Stonehaven newspapers on August 26, 1872; - and Mr. George Troup, a journalist, first connected with an early newspaper in Glasgow, Scotland and later sole proprietor of Tait's Magazine; also Mr. Thomas Potts, Dominion Immigration agent, who submitted to the Council Captain Brown's proposition regarding bringing out immigrants from Scotland.

The tract of land selected by Captain Brown and Mr. Robert Stewart was between the Tobique River and the Carleton County Line in New Brunswick. After examining this tract, Captain Brown, on behalf of the association of immigration, made certain proposals to the government relative to the colony. These proposals, which were read and approved on August 16, 1872 are recorded in the Minutes of Council of the Surveyor General in the Crown and Department records of 1872 in Fredericton. Inasmuch as they give an idea of the obligations of both government and colonist in the agreement and indicate the advantages offered the colonists, as well as the regulations by which they were to be governed, they are given in full here. These proposals and the program they outlined were fairly realistic, but the prospectus furnished the Scotch colonists, like many of the day, described the land of promise in such glowing terms that it built up their hopes to a point where they set forth with expectations which could not possibly be fulfilled. While they were in some part true, they scarcely prepared the pioneers for the hardships and difficulties which they were to encounter.

The proposals made to the Council and accepted by them concerning the colonization project of 1873 were:-

- "First:- That the government cause a survey to be made of 50,000 acres in the 100 acre lots, either in the Parish of Perth, Victoria County, between the Tobique and the County line of Victoria and Carleton, or in some of the North Shore counties, if the agents of the colonists should so decide.
- Second:- A lot of 200 acres to be allotted to married persons having two or more children under the ages of 18 years and a lot of 100 acres to be allocated to unmarried males over 18 years of age, or married persons having less than two children under eighteen.
- Third:- The government to construct a road through the settlement and cross roads when required.
- Fourth:- Two acres of each allotment to be, by the government, chopped down and a burning made.
- Fifth:- Three pounds sterling to be allowed to each person over twelve years of age, two under that age to count as one, either as assistance for passage or,
- Sixth:- If any head of a family, consisting of not less than five members shall wish that amount per head shall be expended towards the building of a house, the government will, on said request being signified before the department of the colonists, build a lay house on the allotment for such person at a cost of say, ninety dollars.
- Seventh:- Those wishing to build for themselves may have the amount paid to them on building a house equal to those constructed by government.
- Eighth:- Those receiving the assisted passage may be accommodated in a temporary building until they shall have built houses for themselves, but for a period not exceeding fifteen months.
- Ninth: The government will pay for the transportation of the colonists from St. John to their place of settlement.

Tenth:- The conditions of settlement shall be those prescribed by section 8 of the Act of Assembly (the locatee on a lot should commence chopping, clearing and improve upon his lot within one month after notice of acceptance of his application, that he should erect a house of a minimum specified size within one year and clear and crop three acres of land. He was required to live continuously upon the lot for three years, except for permissible absence in the months of July, August, January, February and March. At the end of three years he was required to have cleared and under crop, ten acres of land. All trees growing upon the land were reserved for the crown, and no cutting was allowed outside the area being cleared, except by special permission from Government).

Eleventh:- In case any of the lands so chosen shall for the present year be placed under license for timber, the amount received for such licenses shall be reserved for the use of the colony.

Twelfth:- That such tract shall be reserved until the 1st of May 1874, for exclusive settlement by the said colonists, and their fellow colonists from neighboring parts of Scotland.

In content these twelve provisions seemed to anticipate every requirement and exigency. In practical application, we will see how they worked out.