WORKING FOR THE WORLD

As Well as for the Province and the Dominion,

AND GAINING WORLD-WIDE TRADE

Manufactures of T. McAvity & Sons Which Go to Every Corner of the Globe, and Always Give Satisfaction-The Growth of a Great Industry.

One of the oldest business houses in St. John is that of T. McAvity & Sons, situate on the north side of King street.

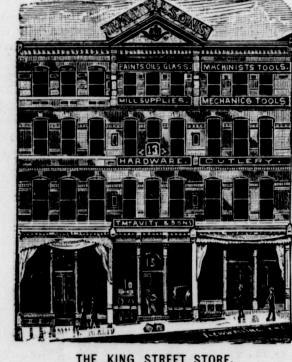
The founder of the firm, the late Mr. Thomas McAvity, was born in Ballyshannon, Ireland, in 1810, and came to St. John in 1818 with his father's family. At the age of 12 he was apprenticed to J. Hendricks, hardware merchant, whose place of business was on North Market wharf. After serving a taithful apprenticeship he, in 1835, commenced business on his own account and opened a store on Prince William Street, under the name of Thos. McAvity & Co., carrying on a good business for a number of years. In 1854 the business name was changed to J. & T. McAvity, a brother, John, succeeding to a small interest.

Mr. McAvity took a great interest in the affairs of the city and held the office of mayor from 1859 to 1863. During this period, in 1860, he had the honor, as mayor, of receiving the Prince of Wales, on his visit to this city, and discharged the duties incumbent on him very acceptably.

In 1873 Mr. McAvity's sons being admitted into the firm, the firm became known by its present firm name of T. McAvity & Sons, bearing a long established reputation and an honorable record. The founder of the firm died in December, 1887, and the business is now carried on by the sons.

Until 1864, the business was restricted to legitimate hardware, but about this time attention was directed to the brass business. This new undertaking was commenced in a very small way, the productions for the most part covering brass goods of the kind used in the construction of ships-shipbuilding being at that time the staple industry in the lower provinces. The shop was small and furnished employment for about 15 hands. Later, and with the decline of shipbuilding, the manufacture of brass valves, steam-fittings and engineers' supplies received attention, and at the time of the St. John fire, in 1877, they had advanced considerably in the manufacture of these goods, and had become favorably known to the trade of the maritime provin-

Like many other firms they their stock and in the fire; but only a few weeks elapsed before they were again in the market with their goods. The fire necessitated quite a number of alterations in the arrangement of their works, all of which were well planned. They removed the hardware business to separate quarters on ing at the side door one proceeds to the King street and the factory to larger premises on Water street.



THE KING STREET STORE.

The hardware store on King street, always noticeable by its well dressed and finely kept windows, has the retail department on the ground floor. The counters and show cases in this department are rich in the display of cutlery, plated ware, sporting goods and mechanics' tools, for the molten metal. the quality and variety of which Messrs. McAvity are so well noted. Large stocks of cutlery, shelf and builders' hardware, household furnishing goods, graniteware and other requisites are piled in faultless order, by the walls and to the centre of the floor. At the rear are the newly built offices where the two businesses are conducted and managed.

The wholesale departments are upstairs. On the second floor are heavy stocks of stocked the lumber drivers' boot-calks and used is a specially patented process de- fire-proof vaults. cant dogs, in which Messrs. McAvity have | signed to melt the metal and have it ready secured the bulk of the trade of the for pouring in 20 minutes. At the end of dominion. They ship large quantities of these goods to all points between the At- and in a little while the rough castings are lantic and Pacific coasts.

mining, engineering and blacksmiths' supplies in variety, large quantities of shovels charge. Here the gates and rough parts picks, bellows, steel vices, portable forges, horseshoes, and other well-known necessities, being arranged so as to occupy as little space as possible.

such as waste, red chalk, platform scales,

the hardware store without making special mention of the cutlery department. The cutlery kept here is of the best English makes, including such brands as "Jos. Roders," "Butler's" and "Ellins'." All the newest varieties of handles are in stock, with the new "Household Roll," of table knives. The stock of pocket cutlery is unknives, in handles of all conceivable shapes and blades innumerable meeting the eye immediately upon entering the store. Great inroads will be made upon this season of the year.

with unfinished. castings kinds, and neatly labelled. One Progress cannot close its description of whole side of the room has been filled solely with castings for the "McAvity Im- Descending a flight of stairs one reaches the proved Boiler Feeder," some two or three iron pipe and fittings department, in one thousand rough castings of these instruments being kept in this room besides the same number of instruments already assembled and under construction. In this room castings, and in one corner an electric seprivaled in this section, a glittering array of arator is operating on filings, separating six men operating them. From this shop the dust of the iron from the brass.

Leaving the steck-room, one follows the dressed castings to the finishing-room, where he is for a time bewildered by the stock by the public at the present festive noise of so many machines in operation at the same time. While the castings are



THE FACTORY ON WATER STREET.

This illustration is an old one and hardly being registered, there is time to examine does justice to the premises it claims to most of the machinery and recognize a represent. New premises, situated on good many of the latest American novel-Magee's wharf, have been added and in- ties. There is not an old-fashioned lathe corporated with the main block, and other or monitor in the whole shop. The order improvements made which considerably add of the benches and the general arrangement to the appearance of the buildings. Here of the shop is simply perfect. The castings

of all mess room, comfortable and cosy, with a large kitchen range at one end and massive benches running lengthwise of the room. corner of which is the engine room. Here are racks well stocked with all sizes of Scotch and American pipe and fittings, and here, too, are the numerous machines for are men and boys all engaged in dressing cutting, screwing, tapping and threading pipe and fittings of all kinds, with five or one enters the wareroom where the shipping clerks are busy packing the goods as they come in from the other departments ready for shipment. Here are most of the valves whose manufacture the visitor has so closely watched, already boxed and labelled for Montreal, Ottawa, Kingston, Toronto, Hamilton, London and even Vancouver. PROGRESS would like to describe the

specialties of Messrs. McAvity's manufacture, but space will not permit. It cannot, however, refrain from mentioning a few.

McShane's patent white metal creamer tap, pronounced by all to be the best creamer tap ever invented, is turned out by this firm, some fifty or sixty thousands being shipped to the upper provinces every

The "Edson" and "Niagara" ship pumps are too well known to need much description. Suffice it to say that they have always proved themselves to be what they are, thoroughly serviceable and reliable ship pumps.

"McAvity's Patent Improved Boiler Feeder" was designed to supersede the old "Hancock Inspirator," a very excellent | quiry. feeder in its way, but objectionable on account of its many handles, the manipulation of which called for skilled help around the boiler on which it was placed. By an in- belonged to the commercial metropolis of genious adjustment the handles are, on a flourishing province, that its people were

IT IS WITHOUT A RIVAL. THE SPLENDID HARBOR NATURE HAS GIVEN TO ST. JOHN. Some of the Advantages It Offers, Which Are Not Found Elsewhere on the Coast-St John's Claims to be Made the Great In-

let and Outlet of Canada. If a commissioner were sent from a distant country, let us say Australia, to decide the vexed question of a winter port for Canada, he would, if an honest man, base

his decision on the facts of the case. uninfluenced by local prejudice, he would seek those facts at their sources. He would ignore the statements of ignorant geographers and careless hydrographers and examine the coast for himself.

If he found there was one harbor, and only one north of Cape Hatteras which was never encumbered by ice in the winter season, he would consider that a very important point. All other things being equal, it would be the place of which he was in

If he also found that such harbor was of large area and had a depth of water sufficient to accommodate the largest ocean craft at all seasons, he would consider that another important point.

If he found, further, that such harbor could be approached from "outside soundings" with absolutely greater ease and safety than almost any other important harbor on the coast, he would begin to feel that his time had been well spent in the in-

And if, in addition to all, he found that such harbor was the nearest of any rivals to the great markets of the interior, that it

tance. Tho fog has been held up as a bugbear. As a matter of fact, it is neither so prevalent as some have imagined, nor is it such a source of delay or danger to vessels. The disasters in the bay, when compared with the disasters in approaching other large ports on the coast, make a very favorable showing. And it is to be noted that nearly all of such disasters have been ones which could have been avoided by the exercise of ordinary care. The port of St. John is as safe of approach as any on the North Atlantic coast. This is not mere assertion. It is the testimony of Being wholly disinterested and entirely old shipmasters, some of whom have had half a century of experience, and have never had an accident. The navigation is clear and simple, by day or by night.

> With the completion of the Short line, St. John, with its unequalled harbor, will be the nearest open port to the upper provinces and the great trade centres of Canada. It is entitled to consideration and to justice. Nature has fitted it for the great outlet of the dominion, and no intrigue or trickery should be allowed to mar the plan.

> Perhaps it is partly the fault of the people that St. John has never received a just recognition of its claims. The merchants have trusted too much to parties and politicians. In the hard task of building and rebuilding a city they have had much to occupy their time and attention. They have been workers, rather than boasters. They have been industrious without being aggressive. They have been too confident in the justice of their cause, and have been too modest in demanding their rights.

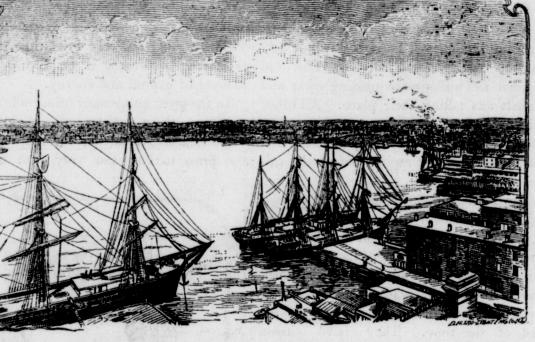
But the danger of such a course has been recognized. Our merchants are alive to the importance of their interests, and are moving with a purpose. They have energy, they have enterprise and they have pluck. So armed, they can hardly fail of success.

IN BUSINESS FOR TEN YEARS.

Mr. John K. Storey, of the "Manchester House," Has a Fine Trade.

A well known dry goods concern is the Manchester House, owned by Mr. John K. Storey, who has been in business for the last ten years. Mr. Storey has single handed overcome many difficulties and today stands in the front rank financially having established at the same time a good cash business and A1 credit. By prompt payments and by taking advantage of the discounts, he has been enabled to buy close and sell accordingly, giving his customers the benefit of low prices. During the past year this gentleman has had plate glass windows, 8x12 feet in dimensions, put in his store, so that the Manchester House uow presents a very attractive appearance, and being centrally located, is one of the most convenient stores in the city. The windows, which are always very

tastefully decorated, invite closer inspection of the goods, and on entering the purchaser finds a seasonable stock of dry goods, millinery and fancy goods, all of which is new and displayed to the very best advantage. The front store is devoted to dress goods, silks, shawls, plushes. berlin wool goods, hoods, fascinators, flannels, cottons, ginghams, prints, ladies mantles, jackets and other goods too numerous to mention, among which might be noticed a fine assortment of silk handkerchiefs in various hues. The millinery department is also well stocked with the latest novelties, and many people are suited here who fail to find what they want in other stores, showing that Mr. Storey keeps the right stock of goods, enabling him to suit the most fastidious. The fancy table also deserves mention in a review of the establishment. Mr. Storey's business has been steadily growing for the past ten years, this fall being the best he has had since he commenced. The store was thronged at the time of Progress' visit. Progress wishes the proprietor of the Manchester House the success he richly deserves by this close attention to business and his courteous manner to all.



THE HARBOR, FROM THE CUSTOM HOUSE.

many years study and observation, and the means of furnishing 130 with constant employment. Enterpattern shop, on the second floor, where is revealed the secret of the reputation of McAvity's brass goods. Eight skilled pattern makers are engaged in this shop making the patterns for the various articles manufactured. As a perfect casting is mainly dependent on a perfect pattern, Messrs. McAvity are more than usually atone notices a set of patterns for Jenkins' valve, the visitor cannot do better than foldepartments of the factory.

taken by the foreman of the shop who ordered the construction of the core boxes were deposited in the core-room where were 15 coremakers busily at work. Here the cores for the centre of the patterns were made and baked in a very short time, and returned to the moulding shop, where the moulders had the shapes of the patterns

foundry have been adopted only after years for the shop's own use. this time the metal is poured into the flasks turned out to cool. When cool, the visitor | iron castings and pipe fittings; when com-The two third floors are stocked with follows the castings to the stock room, where they are taken by the foreman in are taken off them and they are dressed ready for the finishing shop and monitors. While in the stock room one has time to notice the method of arranging stock cast-The two fourth floors are assigned to ings. Numbers of bins from floor to ceil- pretty busy.

this factory may be found the result of are now seen upon three of the large monitors, different parts being assigned to each. Taken from the monitors, they are passed along to the milling machines, where the edges are milled and finished. The parts are now carried to the assembly benches, where four men and boys are soon engaged putting them together. The valves now present a finished appearance, and are ready to be tested. Wishing to see the testing, one makes his way to a large boiler fitted up expressly for testing the different valves, cocks, etc. tentive to the work turned out in this de- McAvity have evidently gone to great partment. Coming to the moulding shop expense in the fitting up of this plant, and are of the few firms who test all their goods valves which were seen finished in the pat- right in the factory; but they say it has tern shop. As the firm is noted throughout paid them well, inasmuch as only a few Canada for their make of this popular instances are on record where leaky goods have been returned to them. Here the low the course of manufacture, which will valves are tested to 250 pounds pressure to take him through nearly all the different | the square inch of steam and found to be perfectly tight. Had there been sand holes In the moulding shop the patterns are or other defects in any of the castings, they would have been discarded and returned to the metal-room. After testing, for the patterns. These boxes when made | the valves are now deposited in the elevator and sent down to the wareroom, where they will be seen again shortly.

Before proceeding to the wareroom the visitor is invited to enter the machine shop, where all the iron work is turned out-no brass work at all coming from this room. nicely moulded in flasks of sand. The cores Here are such goods as the "Triumph" hot were carefully pressed into these shapes water boiler, "Niagara" and "Edson" ship and the flasks clamped together ready for pumps, marine pop safety valves, iron bodies for globe valves, "Gaskin saw Ranged along one side of the shop are the | jointers" and numbers of other iron goods furnaces, attended by the furnace man, in all stages of construction. One gets an whose duty it is to make the mixtures of idea of the worth of the machinery of this metal for the different castings. Particular | foundry from the fact that three or four care must be exercised in the mixing of the men are engaged in this shop continually different metals and the alloys used in this making lathes and other machines of experience and are based as nearly as or five lathes are pointed out in a semi-finpossible on the formula of the British navy. | ished condition. These lathes are evi-The metal is placed in large crucibles and dently intended for the new shop which the subjected to the necessary heat for 20 min- visitor now enters. On the way to the new rubber belting, mill and engineering sup- utes. This seems a very short time, but shop one notices the admirable arrangement plies of all descriptions. Here, too, are the reason is not far to seek. The furnace of the valuable patterns in the different

The new finishing shop, a large and airy room to be fitted up solely for the manufacture of specialties, is 120 feet long by 30 teet wide. At the end is a store room for plete it will be one of the most interesting departments in the foundry. Gaining the stairway the course takes one to the nickle plating room, where some of the Jenkins valves have been sent from the wareroom to be plated. All kinds of electro-plating

miscellaneous goods of a bulky character, ing all around the room are filled At the head of the stairs is the workmen's again, and will if you send \$1.

the "McAvity Feeder," dispensed with, and one handle does the work of four. The advantage of this device is evident: the operated by any one. rant of the mechan ism of boilers, and a child may set it working with ease. The action is automatic, and there is

overflow, consequently, no slop around the boiler. It is adapted to any in height, which could be seen approaching kind of boiler, and a special pattern is made for portable engines. The large sales incident to this boiler-feeder attest to the very general feeling of satisfaction experienced by purchasers, and it is, without doubt, the simplest and best boiler-feeder ever placed upon the market.

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Check Valve," which is claimed, and justly too, to be the most economical check valve ever introduced. The interior is easily got at for repairs, and is entirely independent of the outside shell. The use of this valve often saves both time and money to the user. Who would want to do better than

"Mack's" Patent Locomotive Injector, manufactured under royalty and locomotive work, is a specialty of high order, and the work in this line is not excelled by the best

of American manufacturers. The two latest additions to Messrs. Mo-Avity's list of specialties are "Gaskin's patent saw jointer," a machine for jointing gang saws, the use of which saves 25 per cent. in the wear of saws, produces better lumber and economises in various ways; and the "Triumph" hot-water boiler, which in these days of heating by new methods, is a welcome addition to the boilers at present

Progress bespeaks for Messes. McAvity good business for the coming year, knowthat all persons having dealings with them will be suited both as regards quality of goods and fair service.

A Universal Favorite. No weekly paper ever published in the maritime provinces has achieved such success or made more friends than Progress. Everybody in St. John reads it, and almost every person outside the city who has chanced to see a copy has subscribed right away. This number of Progress will is going on here and the dynamos are reach many who never saw the paper before. PROGRESS would like to visit you

conspicuous for their energy and enterprise, he would hesitate no longer.

The vexed question would be settled. St. John would be the winter port.

All that has so far been moderately stated applies to it with a force which would carry conviction to the mind of every disinterested man. All geographies and charts have not said so. Some of them have pictured the Bay of Fundy as almost equal in danger to the mythical maelstrom which existed in their imaginative minds. Some geographers have also said that lumber was floated down the St. John river to Halifax Others have said that the tide entered the bay in one vast wave, 60 feet from the sea many miles away. And as for the charts, some of them have been as conspicuous for conjuring up imaginary dangers as they have been for their omissions of real ones on the great ocean highways. The facts, capable of easy demonstration, are worth more than all the false testimony Another specialty is "McShane's Patent inspired by ignorance and malice in the

> To many of the people of St. John it does not seem remarkable that the harbor never freezes. They are accustomed to see its waters as free in winter as in summer. It is only when they learn that such harbors as those of Halifax, Portland, Boston, New York and Philadelphia have not only been more or less blocked byice fields in various winters, but have actually been frozen over as a lake would freeze, that they begin to realize the advantages of the port of St. John. Not only does it never freeze in any part, but neither in winter nor spring is there any field ice in it, or in the Bay of Fundy, by which it is approached. It is impossible for ice to damage or delay a vessel in the most rigorous winter wea-

Of the capacity of the harbor it is scarcely necessary to speak. It has room for all emergency might bring. When it is considered that some of the largest vessels afloat have loaded here, and that there are John, N. B.-Advt. wharves at which hulls drawing 27 feet have been loaded without grounding, that this depth could be easily increased if desired, that the wharf room could be greatly extended, and that there are splendid opportunities for marine works of all kinds, the story is told.

Vessels which have had to be broken out of the ice as far south as the Potomac have sailed direct to St. John, to find the bay and harbor wholly free from obstruction of them of the excellence of this paper, Proany kind.

It is chiefly in regard to the bay that ignorance and imagination have given a wholly false impression to people at a disExamine Your Family Papers.

Many letters and documents relating to the colonial and revoluntary periods and of interest to historians and autograph collectors were brought by the Loyalists to the maritime provinces. Some of these, of great value, have been distroyed by descendants who did not realize their worth, but others are in existence and command good prices. The undersigned, acting for the leading American dealers, will be pleased to examine collections of family papers and purchase at liberal rates all having value. Such papers, as well as autograph letters and documents of distinguished persons the ships and steamers that any possible belonging to any age and country, may be forwarded-by registered mail preferredto Walter L. Sawyer, office PROGRESS, St.

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They Will All Say "Yes"! Ask your neighbors and friends if this paper isn't the best that was ever issued in the maritime provinces. Their answer cannot be anything but "yes"! Ask them if they ever saw a better paper in or out of the provinces for \$1 a year, and if they are in doubt, tell them to send \$1, and if 52 numbers of the paper will not convince GRESS will refund the dollar.

There is "always room for one more" subscriber to Progress.