

Notes of Provincial Industries.

GRAND INDUSTRIAL SCHEME.

How St. John may be made a Great Manufacturing and Shipping City.

A well-known citizen of St. John who for many years has given careful study and earnest thought to the question of the city's industrial and commercial future, and who is thoroughly familiar with the varied resources of this region which are as yet wholly unutilized or but partially developed, has conceived a plan for bringing St. John immediately to the front industrially, and opening the way to a train of manufacturing and other enterprises upon a large scale, that would be sure to follow close upon the inauguration of the original scheme. The promoter believes that the project, of magnitude though it be, is thoroughly practical, that the time is now ripe for the undertaking, and that if the business men of St. John will take hold of the enterprise and give it the needed start, the capital required to further it can readily be procured abroad.

To PROGRESS the promoter unfolded his scheme, only the bare outlines of which can be detailed within the limits of a newspaper article. It provides for the

black and dove marbles; and quartz, and freestones and granite, of many colors and of superior quality; with alabaster, and roofing, mantel and tiling slates, will supply materials for many more extensive works, if reasonable attention be given thereto.

Our large supply of sharp, fine grain, superior sandstone, is just what is required for whetstones and small grindstones; this stone together with soapstones, fire clay and pottery clay may form other important industries on the docks.

One of the great wants of the city is a magnificent hotel, with appointments that will attract tourists from all parts of the United States and central and western Canada, at times when their temperature is unbearable, while ours seldom reaches 85. As the securities of such a hotel can readily be marketed in England, the enterprise should be superior in every respect, costing not less than a million dollars. To meet the fog difficulty which at times occurs, the hotel should have a glass-covered garden on its roof, a large museum in one of its towers, and a park and pavilion at or near Rothesay, and also another park and pavilion near Westfield, points to which

government refuse us any reasonable demand for aid in carrying forward a work that is of national importance? I think not."

Two Flourishing Provincial Industries.

The industrial enterprises of St. Stephen have made the town well known all over Canada, and foremost among them, writes the Fredericton Herald editor, who attended the recent St. Croix bridge opening, is the St. Croix soap factory, which is owned by two well known and popular young men, G. W. Young and J. E. Ganong. The latter will readily be remembered in Fredericton as a former University student. Messrs. Young and Ganong have pushed their enterprise so that St. Croix soap is a household word in Canada. They are doing business in every province in the Dominion, in Newfoundland, and have recently found a profitable market in the West Indies. Their best business is in Ontario, where they lead all competitors. The firm employ thirty hands and their enterprise is a credit to the town and province.

Another industry of which St. Stephen is justly proud is Ganong's candy factory, employing one hundred hands and sending its products all over Canada. It is run by a company, but the backbone of the corporation is Gilbert W. Ganong, ably seconded by Ed. Kierstead, who some years ago was a citizen of Fredericton. The candy factory is an imposing

Company. There are to be twenty-one wheels, some of them of twelve feet diameter—the largest ever turned out by a Nova Scotia foundry.

James R. McLean, merchant tailor, Sussex, is having plans prepared for a new store and residence, to be erected the coming spring.

A new cheese factory at Bellefleur is likely to be built and put in operation the coming summer, as the enterprising promoters have assurances of generous support from the farmers in the district.

The Grand Trunk railway is in the market for 650,000 tons of coal required for its yearly supply. Thirty thousand tons will be distributed from Portland, and 35,000 tons from Chaudiere junction, and for these points at least Nova Scotia will furnish the supply.

Wilson Gladwin, the Truro furniture manufacturers, have recently shipped consignments of goods to Dartmouth, N. S., and Sackville, N. B. The Truro News takes some pride in the fact that these home manufactures are in such demand in outside markets.

G. G. Scovil, M. P. P., who is operating extensively in lumber along the line of the Central Railway, having large quantities handled and sawn by portable mill for shipment to St. John, has a contract to get out 6000 railway ties for the I. C. R., besides cutting a large amount of cordwood.

F. W. Fuller, who is heavily interested in the Quincy, Mass., granite business, has been looking over the Bocabec black granite quarries at St. Andrews, and as he expresses himself as being much pleased with the property, it is believed that he will interest himself in its development.

D. W. Hoegg & Co., Fredericton, have accepted the city's offer of free water and tax exemption for five years, and will rebuild their canning factory on the site of the one burned last spring. Building plans have already been prepared, and the work of construction will be commenced in early spring.

Thirty thousand tons of Nova Scotia wood pulp has been shipped to England within a month. The market is a good one, and the maritime provinces should have it all to themselves. They are ahead of all other sections in their supplies of raw material, and in facilities for manufacture and shipment.

The Musquash Anthracite Coal Company held its annual meeting recently and re-elected the old officers and directors. Borings were carried on last fall by Boston parties, but owing to the lateness of the season and other matters, nothing definite as to the deposits of coal were ascertained. It is expected that borings will be continued next spring.

A new fruit crate has just been invented by a Maitland, N. S., man, which the Hants Journal thinks is destined to take the place of the old apple barrel in the shipment of apples to a foreign market. The new crate is square and without bilge, therefore its contents are free from pressure and damage in transit. It will be put on the market for the next season's crop.

Westville, N. S., has applied for the necessary legislation to proceed in putting in a water system. A Halifax paper says that this progressive town with its inexhaustible coal areas, its railway facilities, its splendid sanitary advantages, situated on an elevation between the East and Middle rivers, with an unbroken stretch of the most fertile and best farming country in the province, must inevitably in the near future become a great industrial centre.

The Maritime Terra-Cotta and Pressed Brick Company, capital \$20,000, is a proposed enterprise at Moncton, having for its purpose the establishment of a large brick-making industry. It is intended to use the new dry process recently introduced in Ontario, and it is thought the finer grades of brick can be made by this process cheaply enough to admit of shipment by water to the States. Excellent soil abounds at Moncton for brick-making by the old process, and tests made this winter show that it is equally satisfactory when submitted to working by the new process.

J. T. Smith of Amherst, Cumberland county, N. S., is engaged in developing his coal property at Maclean in that county, and has sunk a slope to the depth of about 100 feet on the seam recently discovered by him almost directly opposite the I. C. R. station, from which he is now raising coal of an excellent quality. Mr. Smith informs PROGRESS that the indications are the property will prove a most valuable one. Its convenience for railway shipments is a highly important feature in its location. Other seams which are known to exist on the property will likely add very material to its value.

The Colonial Iron and Coal Company, limited, seeks incorporation for the purpose of acquiring coal and other mineral lands in any of the counties of this province or elsewhere, working mines, etc., with a capital stock of \$1,000,000, and power to increase to \$2,000,000, one-half the stock to be preferred and one-half common, and having authority to issue bonds to the amount of the capital paid up. Manager R. G. Leckie of London, Ontario, is one of the chief promoters.

The Grand Falls Waterpower Company, composed of Edward Jack, C. E., of Fredericton, and associates, have been granted by the Victoria county council a lease of the common at Grand Falls, contingent upon the expenditure by the company of \$10,000 in surveys, labor and improvements. A Fredericton paper says: "Mr. Jack is strongly impressed with the idea that by utilizing the port of St. Andrews as a shipping point the Grand Falls waterpower company has a bonanza worth cultivating." What the matter with utilizing the port of St. John, which through the river has water-way connections with Grand Falls,

DO THE FAIRIES—

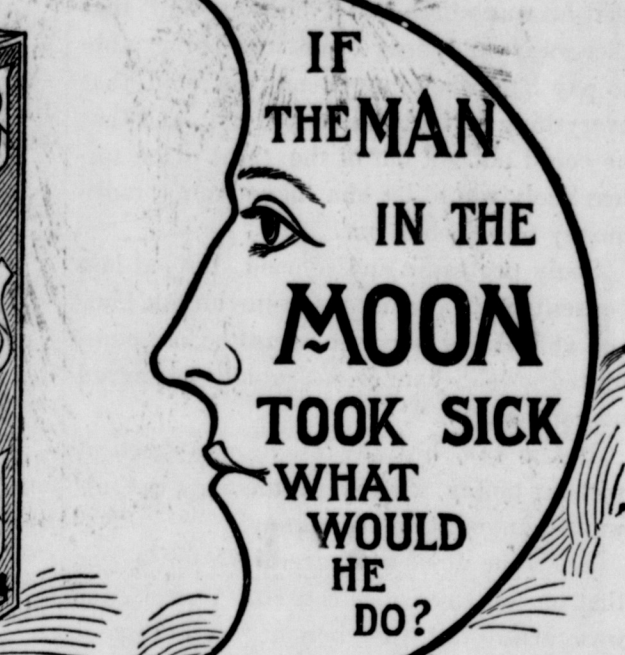
HELP TO MAKE

BABY SOWN SOAP?

IT'S SO NICE.

The Albert Toilet Soap Co.,

M'RS., MONTREAL.



JUST SPEND HIS FOUR QUARTERS FOR A BOTTLE OF BURDOCK BLOOD BITTER AS ALL SENSIBLE PEOPLE DO; BECAUSE IT CURES DYSPEPSIA, CONSTIPATION, BILIOUSNESS, BAD BLOOD, AND ALL DISEASES OF THE STOMACH, LIVER, KIDNEYS AND BOWELS.

Use Only Pelee Island Wine Co's. Wines. THEY ARE PURE JUICE OF THE GRAPE.

MARCH 15TH, 1893.

E. G. SCOVIL, AGENT PELEE ISLAND GRAPE JUICE, ST. JOHN, N. S.

DEAR SIR—My family have received great benefits from the use of the PELEE ISLAND GRAPE JUICE during the past four years. It is the best tonic and sedative for debility, nervousness and weak lungs we have ever tried. It is much cheaper and pleasanter than medicine. I would not be without it in the house.

Yours, JAMES H. DAY, Day's Landing, Kings Co.

E. G. SCOVIL, 62 Union Street, St. John, Telephone 523, Sole Agent for Maritime Provinces.

J. A. HAMILTON & CO'S Columbian Wine, guaranteed pure juice of the Grape. Registered at Ottawa.

beneath rail and ocean-shipping facilities second to none.

Toronto parties will make application to the next Parliament for incorporation as the Camp Harmony Angling Club, to acquire, hold and take by purchase, lease or otherwise, lands, riparian rights and other interests in lands on the Restigouche in the province of Quebec and New Brunswick, and to erect and maintain buildings, wharves and other structures, and for such other powers as may be deemed advisable in order to maintain a club for angling purposes. Messrs. Maclock, Miller, Crowther and Montgomery of Toronto are the solicitors for the applicants.

The Woodstock Novelty Company (limited) is a new manufacturing enterprise organized at Woodstock last week. The primary object of the corporation is the manufacture of a novel dish-washer, the invention of an Aroostock man. The company is chiefly composed of J. T. A. Dibblee, M. P. P., David Tapley, Dr. T. F. Sprague, A. B. Connell (secretary), D. A. Grant, W. M. Connell, Charles G. Connell, J. C. Millmore, M. M. Brewer, Frank Shea, George Frapp, J. W. Plummer, and M. D. Cobalt, the inventor of the machine. They have purchased the patent right for the maritime provinces, and the manufacture of the novelty will be commenced at once.

The Kentville, N. S., board of trade held its annual meeting last week and elected the following officers for the ensuing year: M. G. DeWolfe, president; George Calkin E. and W. J. Ross, vice presidents. Thomas P. Calkin, C. S. Nixon, Dr. J. E. Muloney, R. S. Masters, W. E. Boyce, R. W. Eaton, R. Porter and B. H. Dodge, M. P. P., executive council; F. H. Eaton and T. C. Rand, auditors. The retiring president, C. S. Nixon, presented his address reviewing the work of the past year. The board is a live one, has done good work in its two years of existence and is still eager to engage in any laudable enterprise for the welfare of the town.

The new United States tariff is being availed of by some of the enterprising manufacturers of the maritime provinces, to extend their markets in that country. The Bangor Commercial notes that since the first of January quite an amount of cloth for suitings has been imported into the United States through the Bangor custom house. For quite a number of years no cloth has been imported through there excepting a little that the officials would detect in the baggage of someone who was attempting to smuggle it through and they would then pay duty upon it. These amounts have been small however running from 5 to 8 pounds in a lot. The duty on that which has been brought through that custom house thus far this year amounts to several thousand dollars. This cloth, which is largely tweeds for suits, is manufactured at Oxford, N. S., and there is a duty on it of 50 per cent, according to the new tariff law, that went into effect the first of this month. The former duty on these goods was 50 per cent, and 44 cents per pound additional. These goods are consigned to Boston and New York parties.

The buildings erected in Cape Breton for the Dominion Coal Company by Rhodes, Curry & Co., of Amherst, include the following: At Bridgeport, three-story hotel 80x40 with hot-water heating, and seventy miner's cottages at \$650, total \$50,500; at Roost mine, twelve cottages, \$7800; at Glace Bay, general offices and bank, warehouse, oilhouse, railway, station, freight house, machine shops, and three official residences averaging \$3,000 each, total \$43,200; at Sydney, railway station and additions to residence, \$2,000; grand total \$103,500. Besides these items the company have completed a large number of railway cars—passenger, box, flats and hoppers—besides other work underway have just been awarded a contract for 300 coal hoppers, one first class passenger coach, and a combination passenger and baggage car, for the Dominion Coal Company; and they have also received an order from the Dominion Atlantic railway for thirteen box cars of the latest pattern. These cars will be fitted with the latest improvements in car architecture and will be supplied with air brakes. The above order ensure four months of busy work.

Playing Golf on Skates.

Golf on skates is the latest development of the fascinating game. A few days ago two players at a club in a south-western suburb of London met to play a match, but on arriving at the links found that they were covered with ice, the snow having half melted and then frozen again. With undoubted enthusiasm, however, they donned their skates, and having thawed the holes by the aid of bonfires, proceeded to play their game.

The Troubles of a Biographer.

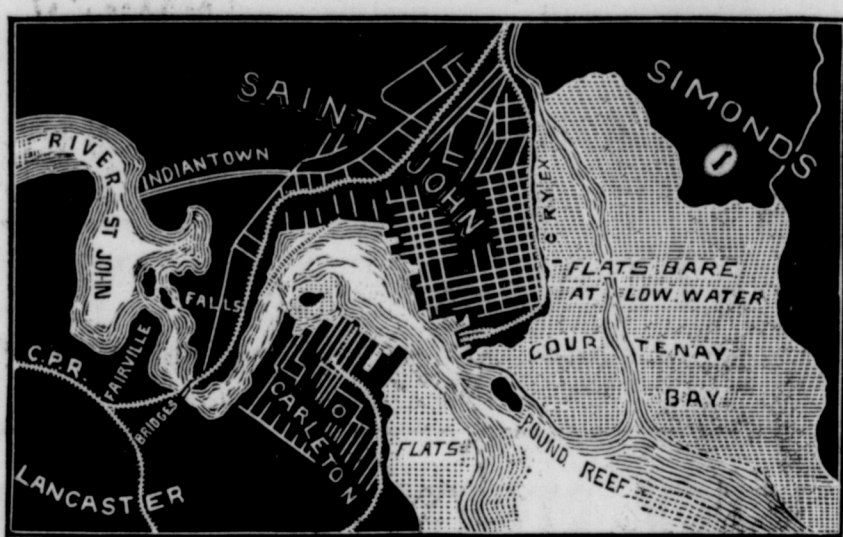
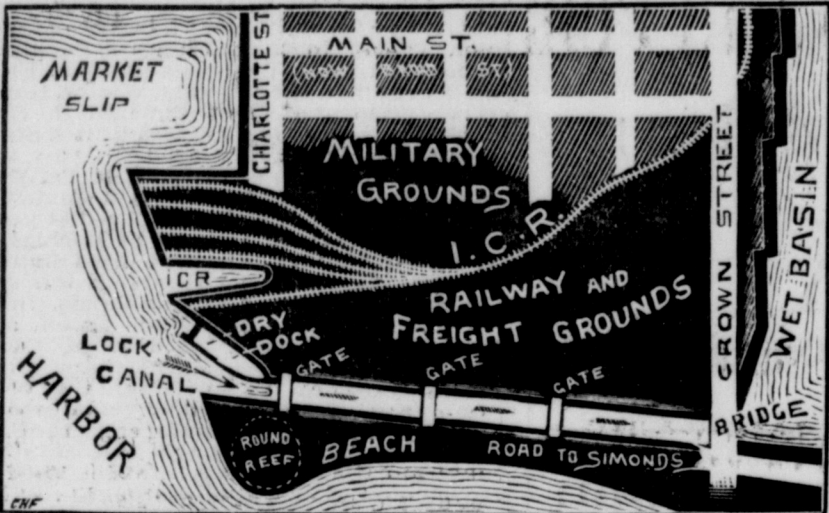
Brown—"Hobbs is working on his 'Life of Napoleon,' but he isn't at all satisfied with it."

Jones—"That is something new. He is usually very much pleased with everything he does." J. T. B. R. L. E.

Brown—"Yes; but it isn't easy for Hobbs to make himself out more important than Napoleon."

Mr. Bashful—"If you were going to invite a young lady to go to the theatre how would you begin?"

Mr. Swiftly—"By pawning my watch for enough for the tickets."



formation of a corporation to be known as the St. John Dock and Industrial Company, the capital stock to be of two classes—preferred and common, in equal proportions—the holder of preferred stock to have the option of exchanging it for common at any time desired. Some of the most important enterprises and industries which can be taken up or promoted and encouraged by the proposed company are enumerated as follows:

The enclosing of Courtenay Bay (1,000 acres) by constructing an artificial sea-wall across its mouth, and providing therein a 500-acre wet basin, a dry dock, three miles of wharf frontage, railway and freight grounds, warehouses, ice houses and facilities for numerous coarse and heavy manufacturing plants.

The construction of a tram conveyor from the docks to the Kennebecasis or Loch Lomond, with provision for doing a half-million ton ice trade yearly. The United States harvests 20,000,000 tons of ice yearly, a large part which is shipped from New England to the southern states, and much of it is exported.

The manulacring, or aridng, of packing-case, fruit-box, and other shooks, handles and many other kinds of small lumber, the demand for which is enormous, while the returns therefor are from three to five fold greater than for deals, and also the manufacturing of fire kindlings from mill and other waste woods—this article retails in in Europe and elsewhere at \$300 a ton.

The aiding of coal mining and coke making. New Brunswick has in its surface seams a billion tons of workable coal, much of which can be brought to the proposed docks by pipe line at a total cost of not exceeding \$1 a ton, or by rail at \$1.25 a ton. This coke can displace most of the anthracite now used in the maritime provinces, and much of that imported into the St. Lawrence valley. The rich oil shales of Kings and Albert counties, of great extent, can, by the aid of the proposed company, be utilized, as is done in Scotland and elsewhere.

The proposed company can insure the smelting of iron ores in this city, and out of this industry a dozen kindred ones would soon grow up; numerous ore deposits, some of them the purest known, are available; some experts assert that St. John is the most favorable location, all things considered, in Canada, for large iron industries. And Mr. Peter Imrie, of Liverpool and the White Star line, says: "Canada, from the abundance of her nickel deposits, must necessarily control the ship-building trade." Iron pyrites can be delivered in this city in any required quantities, at rates that will ensure its utilization here, and also large shipments abroad. The proposed company can readily establish this and some other industries with but little capital, in anticipation of the construction of the docks.

From mussel rock, gypsum and limestone, to be had nearly in exhaustless quantities, and also sulphuric acid made from iron pyrites, and from fish waste and moss litter, an important fertilizer industry can be rapidly built up here.

Nickel, manganese, gold, silver, copper, antimony, plumbago, infusorial earth and asbestos, will furnish a basis for other industries in, and near, this city.

Our vast supplies of limestone, of unsurpassed quality, and cement clay; white

the fog seldom reaches. These provisions together with the extension of our street railways to the parks, and with numerous pleasure steamers on our beautiful inland waters, would make this city one of the most attractive places for tourists known.

In connection with the proposed docks and industries, it is important that the partially constructed St. John valley and River du Loup railway, with a branch from upper Gagetown, through the coal fields to Moncton, be completed without further delay.

It will be seen that this is a far-reaching project, and the more deeply it is investigated and considered, not only in its broad scope but in its multiplicity of detail, the more practical and less visionary will it seem. The originator submits that as a number of the proposed industries can be stated with our present terminal facilities the proposed company should be formed forthwith and pending the obtaining of a subsidy for the docks, plans and estimates can be perfected, and steps taken to obtain the principal required capital. Regarding the claims of St. John to a Dominion subsidy for a work of this character and magnitude, he says:

"St. John is the natural Atlantic port of Canada. Including bridge charges it is, via the Canadian Pacific railway, the equivalent of 400 miles further west than Halifax. From Liverpool by water to St. John requires the same time as by water and rail via Halifax. The long repeated slander by interested parties, that St. John harbor is, unsafe is confuted by the fact that the rate of insurance from St. John to Europe is the same as from Portland, Boston and Halifax. The fast Atlantic steamships for which a million dollars yearly has been promised by the government could save three-fourths of that annually, on freight alone, by coming to this port. A cargo of 5000 tons of wheat can be sent from St. John to London, and a corresponding cargo brought from here by water, for \$15,000. To go to Halifax from here by rail and thence to England by water with a return will cost \$30,000, a difference in favor of St. John for 52 weekly trips of \$780,000."

"As shown by figures widely circulated, and never questioned, New Brunswick has, in a variety of ways, lost under confederation three millions yearly, or a total of \$74,000,000, and now, adding insult to injury, she is expected to tamely submit to paying \$100,000 yearly toward the Atlantic service and French-Halifax lines, which, when established, as shown above, should be in the interest of the whole dominion, come to this port.

"Respecting this matter of subsidies, here in a single instance (the French line of steamships) is New Brunswick not only forfeiting her Atlantic port birthright, but paying therefor the assessment of the interest of \$3,000,000, and what is the province to get in return? Her proportional share of the expenditures for the North Pole railway, South Shore railway and Trent valley canal, \$20,000,000 each—\$60,000,000 in all—is \$4,000,000. This with the \$3,000,000 for the Atlantic service and French line, and \$1,000,000 for harbors, etc., makes at least \$8,000,000 with which New Brunswick is debited. What do we get in return? Will we ever get anything unless we ask for it? And under the circumstances, can the Dominion

building on Main street and the private offices of the company are the finest in the town. Success to such enterprises as the St. Croix soap company and Ganong's candy factory.

A hundred thousand tons of gypsum were shipped from Hants County, N. S., to New York last year.

Richardson Bros., Sydney, C. B., have secured the contract for the building of the new Episcopal church at Arichat.

James Robinson, of the Hillsboro mines, is prospecting there for coal, and has a crew of men at work sinking an 8x12 shaft.

The fires have been lighted in the blast furnaces at Acadia Mines, N. S., for the purpose of drying them out ready to start up.

The Bass River Furniture Company, Bass River, N. S., have received an order from New Brunswick for 1,000 chairs for spring shipment.

Levi McDiarmid is making preparations to establish a butter and cheese factory at Stanley, York county, to be supplied by 500 or more cows.

Halifax has opened up a direct trade with Manchester, Eng., through the new canal. The S. S. Barcelona will make regular trips between these points.

The Robb Engineering Co., Amherst, N. S., shipped last week a Monarch Economic boiler and Robb-Armstrong engine for the electric light station at Dartmouth.

Four carloads of cranberries were shipped recently from Auburn, N. S. The cars contained 740 barrels of the fruit, the net proceeds of which amounted to over \$5500.

The contract for the extension of the Algonquin Hotel, St. Andrews, has been awarded to Robert Stevenson and James McKenzie. Work will be commenced at once.

E. L. Fenerty of Halifax, N. S., has patented in the United States and Canada a new shaft loop, which promises to save much time in tacking up to and unhitching horses from wagons.

John Edgcombe & Sons, carriage and sleigh manufacturers, Fredericton, have received an order from St. Antigua, West Indies, for a Gladstone carriage, to be shipped via Halifax on the 1st March.

Daniel McDonald, proprietor of the Cape Breton Door and Sash Factory, Sydney, C. B., has lately put in a new tenoning machine of the latest improved pattern, from the Goldie, McCulloch Co., Galt, Ontario.

That oil well reported from Gaspe last week must be a "rusher." It is said that when struck it sent a column of oil thirty feet into the air, and five hundred barrels were lost before the well could be plugged.

The Kingsey Boiler Company, St. John, are making a large boiler of their celebrated water-tube pattern for the Lowrie engine works of Montreal, the largest manufacturers of engines in the Dominion.

The Joggins coal mines are doing a good winter business, with an average daily output of 550 tons. There is very little ice in the bay, navigation is yet practically open, and the mines will resume water shipments this season much earlier than usual.

A new sulphite pulp mill on a large scale is in prospect on the Miramichi river near Chatham. Montreal capitalists are interested in the enterprise, which is promoted by Thomas Allison, lately connected with the mill of the Maritime Sulphite Fibre Company of Chatham.

The Truro Foundry Co., Truro, N. S., have received a large contract for wheels and hoisting gear from the Dominion Co