

THE PITTSBURG OF THE DOMINION

The Giant Industry of the City of Sydney, N. S. Described by Mr. S. T. Wood of the Toronto Globe—Great Growth in Wealth and Population.

(Staff Correspondence of Toronto Globe.)

Sydney, N. S., Nov. 28.—This active and substantial city, the Pittsburgh of the north, may be regarded as established by the Dominion Iron & Steel Company, and by its lately united brother organization, the Dominion Coal Company. The city has a population of about 20,000, and is growing, chiefly in response to the enlargement of the Steel Company's plant and the development of attendant and related industries. Day and night the fierce volcanic process goes on, and the iron from Wabana infused by the coal from Glace Bay, converted into steel, rolled into rails and shipped wherever expansion or development creates a demand. The city is conveniently removed from this source of its commercial life, but the pillar of cloud by day and pillar of fire by night tell the story of endless activity. The great demand for steel rails, billets and roads, the latter the raw material of the modern wire and nail industry, has impelled the company to suspend the output of foundry iron and convert the entire product of the four smelter stacks into steel.

A GIANT INDUSTRY.

A still more marked result of the expanding demand is the improvements, which include a new smelter stack and involve within four years an expenditure of four million dollars. This would be in itself a big industry, but is only an adjunct to the steel works and mills at Sydney. In the perpetual heat of a smelter stack, in which the ore is fused into metal, life of a lining of fire brick is generally under a year, so of the four in the giant battery one is almost always idle and being relined. When the new stack is completed it is expected that four instead of three will be constantly in use, and the output will be increased one-third. The steel output last year was 296,758 tons, and of this 140,045 tons were rolled into rails. These were absorbed by the railway expansion in Canada and abroad. The rod mill, swiftly coiling its thread of red-hot steel, seems a light, hurrying contrast to the long rows of stolid rollers which reduce the massive ingots to billets and the billets to rails. Ponderous strength and magnitude are impressive features of everything seen in a long journey through the various departments. The five pair of air-blast engines tower story above story, until an oiler looks diminutive moving about the great cylinders and shafts, while the balance wheels revolve with a heavy steadiness that conceals their speed.

EXPANSION EVERYWHERE.

Expansion is apparent everywhere. The five hundred coke ovens, which now supply about 1,200 tons of coke per day, are being supplemented by 120 ovens of a new pattern, which are expected to supply 720 tons per day additional. This will meet the requirements of the new smelting stack. The recent installations include a mixing furnace, and Bessemer steel converter. The conversion of iron into steel necessitates the burning out of the sulphur and phosphorus and the adjusting of the required proportion of carbon according to the degree of hardness desired. In the Bessemer process this is accomplished by blowing cold air through the melted metal. The new converter provides for a combined process designed to secure, in a measure, the speed of the Bessemer and the good results of the open hearth.

When the night sky is lit only by the glow of the coke ovens the frequent glare of the Bessemer furnace in another part of the works suggests a magnified reflection of the fixed and periodical lights guarding the harbor. The works cover and include 500 acres of land, and a part of the 250 acres of water adjoining is being filled in rapidly by the refuse or slag.

THOUSANDS OF EMPLOYEES.

The company has extensive residential and dwelling areas, on which some 300 houses have been erected, many of a good class, and suitable for employees in the more advanced positions. In the steel works there are 2,900 men on the pay-roll, and their average wage is \$2.07 per day. This is among the highest average rates on the continent. The company also employs about 800 to 1,000 men in the iron mines at Wabana, 600 men at the Marble Mountain limestone quarries, with a large force at the loading and discharging stations and on owned and chartered steamships. These employees, with their dependancies, would make an important city without the attendant industries which are naturally in existence.

A WORLDWIDE TRADE.

The consumption of 900,000 tons of coal and 600,000 tons of iron ore in a year, with an output approaching 300,000 tons of steel, make an industry which calls many more into existence. The Canada Foundry Company, in Toronto, has been working double shifts to supply some of the material for the new equipment, and other parts of the Dominion are being drawn upon for the varied products required. The rails, pressed into shape throughout their glowing red length by the resistless rollers, have been sent within the last two years to India, Australia and Britain. They are largely making the track of the National Transcontinental Railway. They are sent by rail to the eastern terminus, by steamer to Port William and by other routes into the interior. They are carried around the Horn to Prince Rupert, and also to South Africa, the West Indies, Mexico and Continental Europe. Several important subsidiary companies have been created in the utilizing of by-products. Slag from the blast furnaces is the raw material for a cement works and brick works. A chemical works is refining out the many important substances in the coal tar from the coke ovens. These include creosote oil, black varnish, roofing pitch and carbolic acid. The cement from the furnace slag is said to show excellent results in the tests of strength. The bricks are smooth, of pale grey color, sufficiently varied for a good architectural effect. Another concern is manufacturing roofings, sheathings, and asphalt cement from the products of the chemical works, this being the second remove in the utilizing of by-products. Among the other industries of the city is an extensive foundry plant, which is manufacturing stoves and furnaces, and making a specialty of an anti-friction babbit metal.

A PROSPEROUS CITY.

The city of Sydney, which this big industry has called into existence, is substantially prosperous and proud of its growth. The workmen, merchants and professional men, called from many places, have been quick to develop local sentiment and local patriotism. A few years ago the average man was inclined to declare his former place of birth or residence, but now he is emphatically Sydney. There is no surer sign of general prosperity than the rapidity with which this sentiment takes root. The man who does well in new surroundings becomes a part of them and makes them his own. The town felt the effects of the protracted strike, and also of the disputes, damage claims and litigation which preceded the amalgamation of the Dominion Iron & Steel Company with its natural partner, the Dominion Coal Company. The dispute arose through an agreement made when Mr. Whitney of Boston, was in control of both companies. Under that agreement the Coal Company was required to make certain deliveries of coal to the Iron & Steel Company on unusually favorable terms. The resultant disputes have fortunately ended in amalgamation. The matter is interesting, because a similar agreement under which the Coal Company was required to make deliveries to Mr. Whitney's New England gas and coke companies is here regarded as an explanation of that gentleman's active participation in the campaign in favor of reciprocity in coal. Although the agitation continues, this cause has largely passed away, for the American mines are now said to supply coal at rates that virtually relieve the Dominion Coal Company of obligations regarding stipulated American deliveries.

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THE COAL DUTY QUESTION.

While the case of the Steel and Coal interests against any removal of coal duties has been briefly set forth in a letter from Sydney Mines, it is necessary to point out that in some parts of the Province there is a sentiment in favor of modification on account of the impression, rightly or wrongly formed, that the local price for coal is too high. The mutual removal of duties is also favored by the coal interests controlled by Hon. Peter Mitchell in and about Amherst, N. S. It is felt that these interests, which include subsidiary power and other companies, would find material advantage in the privilege of selling coal from schooners in the American coast cities and towns.

A WONDERFUL GROWTH.

It was in 1899 that ground was broken for the construction of the steel works, and the town then had a population of about 3,000. Now it claims in the vicinity of 20,000 and boasts a continuous increase. The Dominion census of 1901 records a population of 9,000, and a civic census recently taken shows that the growth since then has been at the rate of about one thousand a year. The civic revenue has increased from \$18,640 in 1899 to \$175,000, and the school attendance has increased during the same period from 683 to close on 3,000. On the date which marks the beginning of Sydney's growth the city's assessment was less than a million, and now it is over five and a half millions. In this connection, it must be remembered that the exempted property is estimated at worth \$40,000,000.

This new city is making an important market for Canadian flour, butter and fresh meat, the cold-storage development greatly facilitating many lines of trade. Prince Edward Island is winning a share of the supply business in potatoes and root crops, schooners from the Island being frequently seen at the wharves discharging cargoes.

EAGER FOR POPULATION.

Population, like wealth, seems to inspire a more grasping eagerness the more it is acquired. Although Sydney has but recently entered the list of sturdy and vigorous cities, it is as eager for population as Toronto, Chicago or New York. A "Hundred Thousand Club" has been organized of the most alert business and professional men of the city, and they have set themselves the task of forcing expansion and development up to the hundred thousand mark in 1920. This club has started out on a definite project with seriousness and energy, and these are proverbially the qualities that make for success. That there are prospects of their aim being accomplished is shown by many features of the city's affairs. Railway traffic has prompted the Intercolonial to put on a night train to Halifax in addition to the two trains which could not be sustained during the slack months a few years ago. Last year the receipts of freight and passengers at

A BAD GATHERING

Sore Healed by Zam-Buk

Mrs. W. Purser, of 1385 Elgin Ave., Winnipeg, has proved how valuable Zam-Buk is in curing gatherings and painful discharging sores. She says: "I had a bad sore on my heel, caused by the lining of a new shoe rubbing against the flesh. The sore gathered and for three weeks I had a very bad heel. The pain at times was almost unbearable, and I had to leave off wearing a shoe, the only thing comfortable being a slipper with the heel cut out. I tried various remedies, but got little benefit, and I still continued both lame and in great pain. One day some one advised Zam-Buk. I obtained a supply and a few applications banished the pain and drew out from the gathered sore all poisonous matter. I continued to apply Zam-Buk, and to my great joy, in about one week from beginning with Zam-Buk a cure was effected."

"We have also found Zam-Buk useful for other ailments. Some months ago I was troubled with bleeding piles, and tried all kinds of preparations, including doctors' remedies, but could find no relief until I began using Zam-Buk. Several applications brought a complete and speedy cure." Zam-Buk will also be found a cure for cold sores, chapped hands, frost bite, ulcers, eczema, blood-poison, varicose sores, piles, scalp sores, ringworm, babies' eruptions and chapped places, cuts, burns, bruises and skin injuries generally. All druggists and stores sell at 50c. box, or post free from Zam-Buk Co., Toronto, for price. Refuse harmful imitations.

HONDURAS PORTS REPORTED TAKEN

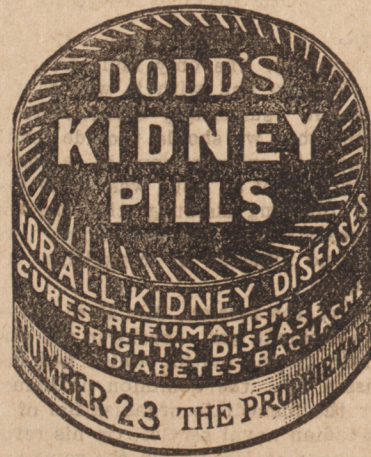
San Juan del Sur, Nicaragua, Nov. 29.—Advices today from Tegucigalpa state that the Atlantic ports of Honduras and the department of Comayagua, have been captured by revolutionists under the leadership of former President Manuel Bonilla. Government forces sent to retake the territory joined the enemy.

BURDEN.

Nov. 29.—We had a light fall of snow last night which makes it seem like winter. Mr. Jacob Kitchen is putting up a building and is hustling to get it up before winter comes. Mrs. David Burden entertained the Sewing Circle last Thursday. Miss Louise Adamson and Miss Amy Kitchen made a trip to Fredericton last week. Mrs. Robert Crowdon has been visiting friends in Fredericton for the past few days. Miss Myrtle Jewett is spending the winter with her aunt, Mrs. Herbert Lawrence.

Sydney amounted to about one-sixth of the entire receipts of the road. During the autumn months the freight receipts often run over one hundred cars a day. The city has expectations of rolling mills and ordnance works. The opening afforded by the Dominion Government's generosity in aiding steel shipbuilding has tempted Sydney into the race with other competitors, and already the site of the expected shipyards is pointed out. The city aims at one hundred thousand population, and is taking Emerson's advice regarding a high aim. If the achievement is not fully carried out within the time fixed the world is still young, and there is no special hurry. Rome was not built in a day, and it need occasion no disappointment if a conception like the prospective Sydney is not completed in a decade.

S. T. WOOD.



GUIDE FOR TRAVELLER

INTERCOLONIAL

DEPARTURES.

No. 303—Mixed for Loggieville, 5.45.
No. 317—Suburban for Gibson and Marysville, 6.15.
No. 321—Suburban for Gibson and Marysville, 11.15.
No. 323—Suburban for Gibson and Marysville, 16.20.
No. 301—Express for Loggieville, Chatham, Campbellton, Quebec, Montreal, etc., 18.30.
No. 327—Suburban for Gibson and Marysville, 18.40.
No. 329—Suburban for Gibson and Marysville, 22.00.

ARRIVALS

No. 318—Suburban from Marysville 8.15.
No. 302—Express from Loggieville, Chatham Junction, 13.20.
No. 322—Suburban from Marysville 13.45.
No. 304—Mixed from Loggieville and Chatham Junction, 18.50.
No. 326—Suburban from Marysville, 18.20.
No. 328—Suburban from Marysville, 19.15.
No. 330—Suburban from Marysville, 22.35.

CANADIAN PACIFIC

DEPARTURES.

6:20 a. m.—Express for St. John, Portland, Boston, Woodstock, etc.
8:15 a. m.—Mixed for Woodstock and points North. Leaves St. Marys at 8:35.
9:45 a. m.—Express for St. John and points east.
4:30 p. m.—Mixed for Woodstock, via Gibson branch. (Daily.)
5:45 p. m.—Express for Montreal, and Boston, Woodstock, St. Stephen, etc.
9:00 p. m.—Express for St. John and points east.

ARRIVALS.

9:10 a. m.—Express from St. John and points east.
11:40 a. m.—Mixed from Woodstock via Gibson Branch. (Daily.)
11:50 a. m.—Express from Montreal, etc.
7:50 p. m.—Express from St. John and points east.
9:20 p. m.—Mixed from Woodstock, and points North.
10:40 p. m.—Express from Boston, Portland, Woodstock, St. Stephen, etc.

STAR LINE S. S. CO.

Steamer Victoria leaves for St. John every Monday, Wednesday and Friday at 7 o'clock a. m. Arrives on Tuesdays, Thursdays and Saturdays at 4:30 p. m.

ST. JOHN RIVER S. S. CO.

Steamer Elaine leaves for St. John every Tuesday, Thursday and Saturday at seven o'clock. Arrives every Monday, Wednesday and Friday at 4:30 p. m.

Steamer Hampstead leaves Fredericton every week day for Gagetown at three o'clock p. m. Arrives from Gagetown at 10:30 a. m.

Stage line for Meductic and point on western side of river leaves the post office Tuesdays, Thursdays and Saturdays at 7:30 a. m.



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Extension to Breakwater at Lorneville, N. B.," will be received at this office until 4:00 p. m., on Wednesday, November 23, 1910, for the construction of an extension to the Breakwater at Lorneville, Reed's Point, St. John County, N. B.

Plans, specification and form of contract can be seen and forms of tender obtained at this Department and at the offices of E. T. P. Shewen, Esq., District Engineer, St. John, N. B.; Geoffrey Stead, Esq., District Engineer, Chatham, N. B., and on application to the Postmaster at Lorneville, N. B.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation, and place of residence of each member of the firm must be given.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Honourable the Minister of Public Works, for the sum of two thousand eight hundred (\$2,800.00) dollars, which will be forfeited if the person tendering decline to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender.

By order,

R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, October 25, 1910.
Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

Special Sale of Pianos



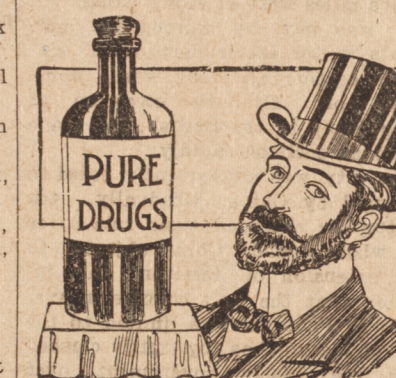
We are offering a very large stock of Pianos at Special Low Price for the month of December. Call and see them and prices.

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Phone 365-21 95 Regent St.



NOTICE CONCERNING TENDERS FOR VICTUALS FOR THE NAVAL SERVICE

Sealed Tenders addressed to the undersigned, endorsed "Tenders for Victuals" and accompanied by a certified cheque for 10 p. c. of the amount of the tender will be received up till noon on Wednesday, 30th November, at the Department of the Naval Service, Ottawa, for the supply of the following commodities, to be delivered at the Naval Dockyards at Halifax, N. S. and Esquimalt, B. C., Beans, (haricot) Chocolate, Flour, Jam, Marmalade, Meat, preserved (Corned Beef, Mutton, Brawn) Milk, condensed, Mustard, Oatmeal, Marrowfat Peas, Split Peas, Pepper, Salt, Suet, Sugar, Vinegar, Tea, Coffee, Rice and Raisins.

The period of contract is for one year from December 1st 1910.

Forms of tenders may be had from the undersigned.

Unauthorized publication of this Notice will not be paid for.

G. J. DESBARATS,
Deputy Minister of the Naval Service, Department of the Naval Service, Ottawa, October 25th, 1910.

CLASSIFIED ADS. not exceeding one inch, one insertion, 25 cents; three insertions, 60 cents; one week \$1.00; one month \$3.00.

WANTED

WANTED.—Smart boys wanted to sell The Daily Mail. Liberal inducements to hustle.

Wanted—Clerks for general Dry Goods Store—Experienced and learners; men and women. Apply GOLDEN FLEECE LTD., 588-594 Queen Street Fredericton.

Wanted—Maid for general housework by Mrs. Fred P. Colter. Apply at house, King Street.

Wanted—A girl for general housework. Apply to MRS. ALEX. MURRAY Carleton St.

TO-LET

Modern 7-room lower flat, with bath on Charlotte Street, near University Avenue. Immediate possession. McLELLAN & HUGHES.

FOUND

Found—Sunday night on York St., woman's cloak. Owner can have same by applying to Mail Office and paying for this advertisement.

NOTICE

Those retaining property belonging to me or the late Daniel Tobin will be prosecuted. MRS. H. O. ANDERSON.

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