

in the cotton mills of Marysville, which industry he first started.

At St. Mary's, in York County, N.B., is the large factory of the McFarlane-Neill Manufacturing Company. This company is wide-awake and progressive, having one of the largest up-to-date plants on this continent for the manufacture of cant-dogs, peavies, etc. The works are beautifully situated, overlooking the St. John river. The president of the company is Mr. Jas. S. Neill, who has associated with him an energetic general manager, Mr. M. A. Tweeddale. The high standing of



JAS. S. NEILL, Parrsboro, N. S.,
Inventor of the Improved Lumberman's Larrigan.

this company is a guarantee that their business transactions are satisfactory. In showing me through the extensive works the manager said that half a million feet of the best rock maple was used in the making of peavies alone each year. Steam is the motive power used to run the machinery and the fuel is entirely shavings from the workshops. Amongst the new machinery recently installed in this plant I noticed Wright's band saws, Perkins hot presses, Beecher & Peck's drop hammers, etc. All the tools are made from the best drop forgings. On the premises is a new dry house to hold 30,000 handles; 100,000 handles are constantly kept in stock, being thoroughly seasoned before being sent out. The timber used is got within twenty-five miles of the place. The socket for the peavey is a patent forged steel one used exclusively by this firm. The cast steel used is from Johnstown, Pa. This company make peavies from 2 feet to 7 feet in length and ship to all points in Canada, as well as to the United States. As they have never been able to supply the demand heretofore, the company intend to run a whole year on the manufacture of peavies alone. The electric light is generated by their own dynamo on the premises. There is also an available water supply brought from an artesian well situated on a mountain a mile away. As a temperance man I like water and after sampling the article here I pronounce it a particularly fine brand. For shipping facilities the company have a railway at their back and the river St. John in the front of their premises, and, as they appear to get the orders, they apparently lack nothing.

Up at Woodstock, N.B., near the Maine frontier, the works of Alex. Dunbar & Sons are situated. They make saw mill machinery of all kinds, including three sizes of rotary saw mills, clapboard sawing machines, clapboard planing and finishing machinery, shingle machines, steam engines, etc. This firm is doing an increased business, not only in the Maritime, but in the upper provinces as well.

Back I went to St. John. Most of the mills on the Bay of Fundy are running at full capacity, and lumber shipments are up to the average. A feature of the business just now is the revival of the South American trade, for which spruce is in demand. I should also mention the shooek trade to the Mediterranean and the export of spool wood and deals to England.

Down at the town of St. Andrews, N.B., is situated the headquarters of Wm. A. Holt, well known for the excellence of his brand of shoepecks, larrigans and

moccasins. He confines himself exclusively to this line of goods, having an up-to-date tannery and a splendid trade with the lumbermen.

Sackville was my last point of call in N.B. Here I found the Standard Manufacturing Company, who are preparing to enter extensively into the supply of footwear to the lumber camps and jobbing houses. This company have bought out the J. R. Ayer Company and have an efficient manager in Mr. Black.

At Amherst, N.S., I called on Rhodes, Curry & Co., who make bank and office fittings and school desks a specialty. This company manufacture nearly all kinds of building materials. In addition to their large stock of native lumber they are now carrying over one million feet of foreign lumber, including oak, walnut, ebony, mahogany, etc. At this lively town is also situated the Robb Engineering Company, who make the Mumford Standard boiler. The works of this company are extensive and the large industry has helped the town grow considerably.

The Amherst Foundry & Heating Company have just got into their magnificent new building and will soon be in shape to take care of all the trade that will no doubt come their way.

I visited the shops of Mr. George M. Doull, who employs quite a number of skilled workmen making interior decorations and office fittings.

At Springhill they tried to induce me to go down and inspect the coal mines, 2870 feet underneath the ground. I declined with thanks—having failed to recognize myself after a similar exploit down a soft coal mine in Michigan.

The Cumberland Coal Company's railway took me down to the pretty little town of Parrsboro, on the Bay of Fundy. Then I made a bee-line across the river to the fine plant of the J. S. Henderson Company, Limited. This plant consists of six buildings employing from 75 to 125 expert workmen, all engaged manufacturing the



COMPOUND 4-SAW EDGER, MANUFACTURED BY THE
MIRAMICHI FOUNDRY.

celebrated Henderson larrigan. The company have their own fire department with fire station, engine, hose reels, etc. The company have taken good precautions against another fire, having been burnt out last winter. Four of the buildings are new. Inside everything is beautifully neat and clean, even to the appearance of the workmen. The Maritime province is famous for its larrigans, and Mr. James S. Henderson is now well known as the inventor of the improved lumberman's larrigan. Besides being an expert tanner understanding the chemical curing of hides, he has had twenty years' practical experience as a manufacturer of larrigans. The J. S. Henderson Company have a capital of \$75,000—the best men in Parrsboro being at the head of the company. They are building up a magnificent and permanent business.

Across the Bay of Fundy, at Bridgetown, is situated the larrigan factory of McKenzie, Crowe & Company, who cater to the demands of the lumber camp.

A considerable part of the lumber exported from the Maritime Provinces goes out of the Bay of Fundy. While I was there, two Digby vessels loaded with lumber in Annapolis and started on the same day in a race to Buenos Ayres, Argentine Republic.

At Newville, on the Parrsboro River, I noticed a large saw mill which was burning a lot of cuttings, slabs and shavings. These were all run on a conveyer

and taken to a stone wall on the side of a hill, over which they were dumped onto a good sized fire. Much of the stuff consumed here could have been sold were it in a city, but the cheapest and quickest method to get rid of it was by means of fire. On the very top of the long mill building I noticed a platform running the whole length of the roof. On this platform were large barrels placed a few feet apart. On inquiry I learned that it was a device intended for fire protection service, the barrels being kept full of water.

A big deal took place at Bridgewater recently. The Davison Lumber Company have sold to an American syndicate their limits, mills, etc. A tramway is to be constructed by the new company, I was told, and timber cut on a large scale.

In Truro there is the Condensed Milk and Canning Company, who do an increasing trade with the lumber camps, particularly in the west. The company are now putting up another plant at Huntingdon, Que., in order to fill their western orders.

Truro is a nice place, with broad level highways, but not much of a lumber centre. I took the Sydney branch of the Intercolonial here and went up to Stellarton and New Glasgow. At none of these points was there anything new to the lumber trade.

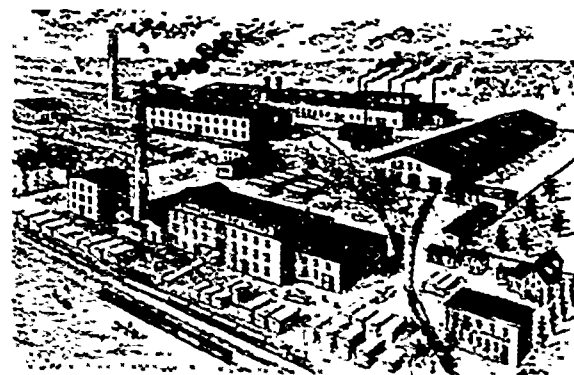
Logan & Company, at Shubenacadie, said the demand for lumber sleds and wagons was on the wane in that section. One of the sights I saw at Shubenacadie was four oxen hauling large sticks of timber up from the river to loading platforms alongside the railway. These oxen belonged to Mr. Henry A. Benjamin, a well-known lumberman, and he said they were worth a dozen horses for pulling large sticks of timber out of a difficult position.

The large saw mill at Dickey's Siding, near Stewiacke, was running full time with a good crop of logs in the pond.

It was a glorious day as our train swung around Bedford Basin, and took us to Halifax. Halifax is the same old place. The citadel is there, with its entrancing view of the harbor; the old town clock, erected by Queen Victoria's father, still indicates the correct time; the military patrol on the streets tell you that Tommy Atkins is "on deck;" and the fleet of war vessels in the harbor flying proudly the Union Jack of old England.

The steamer Viking took a gang of about forty lumbermen from Ship Harbor and Salmon River to the Labrador coast. These men go to the Dickey camps to replace men who have been there and are now returning home. All the gang sign contracts for one year.

While there is very little lumber shipped direct from Halifax, there is quite a lot coming in, principally Southern yellow pine and pitch pine. I saw a cargo that came in from Savannah by the steamship



THE RHODES-CURRY WORKS AT AMHERST, N.S.

"Nyassa." It comprised 12,656 pieces, containing 1,937,790 feet of pitch pine, consigned to McLean, Kennedy & Company.

A number of the Halifax lumbermen complained of the serious effect on business caused by the harvest excursions to the North-west. The Maritime Provinces are being drained of their strongest young men, and this makes the labor question a very serious one. The Rhodes-Curry works at Amherst were twenty-five per cent. short of workmen after the harvest excursions, and it was impossible to fill their places. Other firms with heavy contracts find it now difficult to fill their orders.