

street, and other notable edifices, are monuments to the thoroughness and honesty of his work. A contest between such men may truly be called a battle of Titans, and the great regret is that both of two such men cannot be returned to Parliament.

The approaching mayoralty contest promises to be of a more than usually exciting character. "Jimmy" Cochrane, as he is familiarly called, erstwhile knight of the telegraphic key, and more lately a successful contractor, who now fills the civic chair, has announced himself as a candidate for another term. He surprised a good many people by getting elected in the first place, and can hardly be called a model Mayor for such a city as Montreal, while his connection with the Sicily Asphaltum Paving Co., which had large contracts with the city, has been the occasion of uneasy comment. The candidate most acceptable to the business community is Alderman Hormisdas Laporte, head of the large wholesale grocery house of Laporte, Martin & Co., who, as an alderman, and latterly as chairman of the Finance Committee, has served the city faithfully and well. He has proved himself to be utterly opposed to all boodling schemes, and has the entire support of the reform element in the council. A third candidate, in the person of U. H. Dandurand, a real estate agent, is in the field, and is said to have a certain following, while in some quarters it is claimed that it is the turn of an Irish Catholic, and an effort is being made to have such a candidate nominated.

While on the subject of elections, it may not be amiss to note that the annual election of office-holders on the Board of Trade takes place on the 26th inst., and is already beginning to excite interest. Mr. Arthur J. Hodgson, the present president, whose enlarged duties, owing to the big convention of Boards of Trade delegates last summer, were so efficiently performed, has announced that he will not be a candidate for a second term, and the position would naturally go to Mr. George E. Drummond, of Drummond, McCall & Co., first vice-president, and a prominent shareholder in the Canada Iron Furnace Co., the Londonderry Iron and Mining Co., and various other iron interests. There is little that Mr. Drummond does not know about the iron industry in Canada, and he has proved himself an enthusiastic and hardworking officer both on the Board of Trade and in the Canadian Manufacturers' Association, but there have been hints that opposition may be offered to his advancement. For the first vice-presidency, Mr. W. I. Gear, of the Robert Reford Co., seems to be the generally accepted candidate. Mr. James Davidson, of the Thomas Davidson Mfg. Co., is relinquishing the treasurership, and will likely be elected second vice-president, but there is no knowing what nominations may be made during the next fortnight or so.

A word now as to the progress of the city generally. You will have seen that the duties paid at the Custom House in 1903 are the largest ever known, and you also know, of course, how remarkable a total of business is represented in the bank clearings for the year. There were over a thousand building permits issued during the last twelve months in Montreal, and 859 houses, representing 1,227 dwellings and 123 stores, were built. The value of these was \$4,105,000, which is almost a million more than 1902. The list includes 47 factories, including the largest railway shops in Canada, 17 warehouses, 147 stores, five hotels and 10 office buildings. As to new dwellings, they were much needed. The city has spread beyond its municipal boundaries, and the population has grown more in its suburbs than within its own limits.

Just a final word upon the weather—really, such bitterly cold weather as this gets on one's nerves. But this concluding story will have interest for those of your readers who are householders. All the journeymen plumbers agreed to knock off work this year from New Year's Day till after Epiphany, or Old Christmas, being the 6th inst., and the bosses had the busiest time of their lives during the arctic spell. They had to jump into their overalls and rush around responding to hurry calls to thaw out water pipes, etc., with smudges on their noses, same as any ordinary hand. It was a trying twelve days for housekeepers.

Montreal, 6th Jan., 1904.

A. M.

## CONDITIONS IN NEW BRUNSWICK.

On the first of January, Provincial Government issued a statement of receipts and expenditures for the year 1903. These showed that the receipts were \$801,410.18, and that the expenditures were \$816,294.99. The province of New Brunswick thus spent \$14,884.81 more than it received, and there was an additional expenditure of \$125,000, for which bonds were issued, the money going for permanent bridges. The chief items of revenue, aside from the Dominion subsidies of \$491,360, are revenues from Crown lands, \$210,089; taxes on incorporated companies, \$29,340; succession duties, \$22,083; liquor licenses, \$22,383, and fees of provincial secretary's office, \$11,420. The heaviest expenditure the province makes is \$202,847 for education; public works come next with \$194,350, while interest took \$136,894. The lunatic asylum cost \$53,087; agriculture, \$26,834; executive government, \$32,400; printing, \$14,321. The sum of \$25,978 was spent on matters of public health. The administration of justice took \$18,242.06, and contingencies, \$18,192.62. The Legislative Assembly cost \$20,571.20. It cost \$9,000 to collect the stumpage, \$8,027 to protect game; over \$10,000 was spent on a revision of the statutes. These are the main items in the expenditure account.

A high level of business activity throughout the province is shown by the fact that the bank clearings at St. John for the year just closed were the highest since the establishment of the clearing house, and exceeded the totals of 1902, the best previous year, by over \$7,000,000. The figures for 1903 were \$49,013,467, and for 1902, \$41,924,176. Another evidence of the good times that have prevailed during the year just closed is seen in the customs figures which were \$94,535.97 in excess of 1902. The total of the customs revenue at this port during 1903 was \$1,182,836.31, against for 1902, \$1,088,300.34. The year 1904 has started favorably. The merchants and business men of this section do not anticipate hard times. Instead, they consider the outlook just as good as at any time during the past four years, and these have been banner years at this East end, as well as all over Canada.

Lumber has always been considered the great staple of St. John trade, and so it is, but last year was an off year in the lumber business, and lumber shipments fell off. The export of New Brunswick woods to the European market was 25,500,000 feet less than in 1902. Valued at \$10 per thousand, a low figure, this shows a decline of \$255,000. The export to the United States fell off in value \$411,603, so that between the two the value of the lumber shipments for the year is nearly \$700,000 behind 1902. Despite this decline, St. John had the most successful year in its history. The lumber shippers look for better times during 1904, and with trade in other lines booming, the outlook is a cheerful one.

During the year 1903, there were only twenty-five failures in the whole province of New Brunswick with aggregate liabilities of about \$275,000. Nearly one-half of this amount was in the indebtedness of John Kilburn, lumberman. In 1902 there were 48 failures with liabilities of about \$231,000.

The Marysville Cotton Mill, operated by the Alex. Gibson Company, is closed down, and may not be able to resume operations for some days owing to the scarcity of raw cotton.

The Dominion Iron and Steel Company have, it is announced, secured possession of valuable deposits of magnetic iron ore found on Austin Brook, in Gloucester County, in the north of this province. They are said to have secured fifteen square miles, and it is understood will mine the ore and ship it to Sydney there to be manufactured.

Fredericton capitalists, who last year secured control of the Crawford coal mine, in Queen's County, have now disposed of it to Boston capitalists at a good advance. The Americans will, it is understood, work the property.

The seven miles of railway from Adamsville, on the Intercolonial Railway, to the coal mine, at Beersville, Kent County, have been completed. This line was built in three months, and the people in the vicinity expect to see a big development of the coal mining industry in their section.