

Year Brought Great Forward Movement In The Commercial Life of Fredericton.

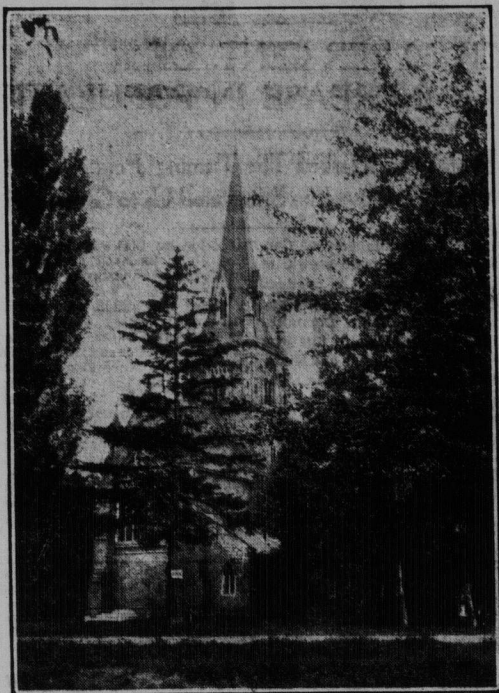
**Provincial Capital Will
Soon be District Cen-
tre of Five Railways--
Twelve Months of
Commercial and In-
dustrial Expansion--
Fine Building Record.**

BY W. R. CLARKE,
Publicity Commissioner of the Fredericton Board of Trade.

Fredericton, Dec. 12.—As one of the best and surest indications of a city's prosperity are its

this may be regarded as the barometer of the financial and commercial conditions at present existing in this city. The loss of the draw pier and the draw span of the highway bridge, which were carried away by the ice freshet last spring, has occasioned the expenditure already of about \$40,000, and this amount, it is understood, will have to be supplemented by a further expenditure of about \$30,000 before the bridge is restored back to its former condition. The work of rebuilding the granite draw pier has recently been completed and the placing of the steel of the new span will be commenced as soon as possible. In addition to this the Dominion Government has recently directed the construction of a stately concrete wharf some distance above the highway bridge, and this will prove a most

valuable aid to the shipping interests of the city. The Experimental Station, those of the previous year during the same period by nearly \$150,000, and the past year, the Dominion Experi-



The Cathedral Fredericton.

Imports, the increase in Fredericton's imports for the nine months of the year ending September 30th, surpassed those of the previous year during the same period by nearly \$150,000, and the past year, the Dominion Experi-



Modern Farming in New Brunswick

mental Station, which is situated at the lower end of the city, has advanced rapidly under the competent management of Mr. W. W. Hubbard, formerly provincial secretary for agriculture. The crops raised on the farm this year have surpassed expectations, and the business situation appears exceedingly bright, and the favorable outlook has instilled fresh confidence into the whole business community.

During the past few months Fredericton has witnessed extensive railway construction. When the activities at present under way have been finally completed this city will be accessible by five distinct railway lines, and bids fair to shortly become the railway hub of the province. The construction of the Gibson and Minto Railway, which was looked forward to with bright expectations, has already been completed and many carloads of the "black diamonds" from the extensive Grand Lake coal mines are being daily brought to this city for consumption, and Fredericton has become the distributing centre for the coal extracted from these inexhaustible fields.

Already the sounds of the "Iron Horse" can be heard as it traverses over the St. John and Quebec Railway, now under construction along the valley of the great and magnificent St. John River. While this is only the sound of the work trains, yet these are close fore-runners of the passenger and freight trains which will soon be in operation over this railway. It is expected that the post-rail between here and Woodstock will be fully completed in the early spring; the Fredericton to Gagetown section being practically finished at the present time. Practically assured of the Valley Railway shops, owing to the city's geographical situation, the city council have purchased and offered Queen's Park as a site for the new shops, and it is not unlikely that the announcement regarding the erecting of the building here will be made in the course of a short time.

Addition to Public Buildings

As is significant with the rapid development and expansion of the towns and cities nowadays, the Provincial Government has found it necessary to place a large addition on the Normal school, and this is being done as rapidly as possible at a cost of nearly \$50,000. Owing to the overcrowding of the lower grades in the city schools, the school trustees some time ago recommended the advisability of erecting a new school, and it is understood that plans for this new building have already been drawn up and the erection of the building will be commenced in the spring.

The new Post Office, now under the course of construction, will prove a splendid addition to Fredericton's fine set of official buildings. On the southern side of the present office, the new building will present an imposing appearance when completed. Of free stone with granite base, large pillars on each side of the main entrance, marble floors and borders in the main corridor and concrete under floors, the new structure will rank with the finest of its kind in the Dominion. The cost of this building is estimated at about \$150,000.

Christie Bros. & Company, Amherst.



WEATHER AND ROADS BOOMED AUTO TRAVEL.

The automobile has become more popular than ever during the season just past, and the weather and roads were almost ideal for motoring and the roads of the province handled more traffic than ever before. Parties in automobiles toured the province in all directions and many American tourists brought their cars here and used them in their travel about the country. The members of the New Brunswick Automobile Association have been responsible for much of the activity in automobile circles in the province. Through the efforts of the association the customs regulations in regard to cars entering and leaving New Brunswick were amended so that the touring automobilist had little trouble with the customs and on account of this the number of American cars touring the province was greatly increased.

Early in the spring the provincial government made a grant of \$1,000 for the Rothesay and Westfield roads leading out of St. John and this money together with a large amount contributed by automobile owners was spent in improving these two highways. A committee from the automobile association took charge of each of these roads and the work of improvement was carried on under their direction. Considerable work was done in gathering information in regard to the roads of the province and this in book form was distributed among visiting car owners and others.

A good roads day was held and a large party of auto enthusiasts spent the day working on the Hampton road. This resulted not only in improving the roadway but also formed an ideal social gathering.

The association became affiliated with the Automobile Club of America and also became a branch of the Automobile Federation of Canada. This

gives Canada an automobile association covering every province from Atlantic to Pacific.

The members of the association spent much time in arranging danger signals and road signs. More than five hundred road signs were placed in roads and directions as to dangerous turns and hills were posted at points of vantage.

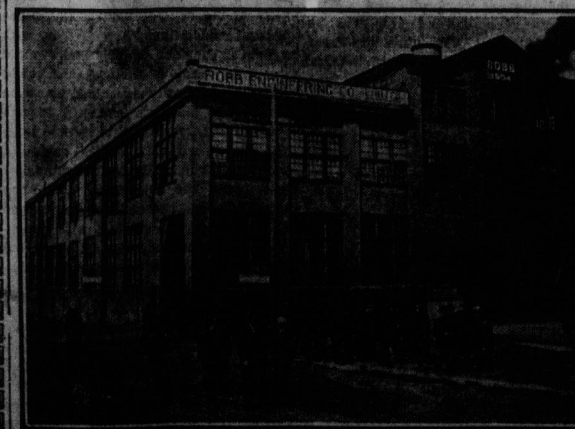
Early in the spring the first automobile show in the maritime provinces was held in St. John and hundreds of people from all parts of the provinces visited the exhibition. Exhibitors reported good business as a result of the show and another one will take place early next spring. It is expected to have more cars on view and a more pretentious show in every way. It is expected that the merchants of the city will co-operate with the promoters of the show and assist in different ways.

The automobile association has prepared route and road maps of several of the chief roads of the province, but the roads of the province have not yet been properly mapped but it is expected that some greater efforts than formerly will be made and proper maps secured.

The automobile business throughout the province was reported good during the season. Some dealers fell off in the number of sales but others gained and the average was about equal to that of the previous year.

Can't Lose Him There.

Gills—I haven't heard from my son who is touring Europe. I am somewhat worried.
Dills—What is his next stop?
Gills—Monte Carlo.
Dills—Then you'll hear from him.



Robb Engineering Co., Amherst.

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TWENTIETH CENTURY IMPRESSIONS OF CANADA

The E. B. Eddy Company, of Hull, Canada, manufacturing matches, paper and paper bags of all kinds, indurated fibre-ware, sulphite sheathing, etc., is probably the largest industry of its kind in the world, certainly in Canada.

This large concern covers with its factories, machine shops and warehouses, over 75 acres of land and employs from 1600 to 2000 workmen. In spite of the big fire which swept Hull in 1900 and almost wiped them out, the Eddy Company today are having to put up new buildings and improve their plant in order to cope with the universal demand for their wares.

The manufacture of matches was started in Hull by the late Ezra Butler Eddy in 1851, who in 1856 added to his business the manufacture of wood-ware. . . . Pails for every purpose soon became an important product of the Eddy Company. Later on he turned his attention to the making of fibreware articles, of which the company now produces about 4,000 packages daily. Washtubs, butter and milk tubs and all kinds of pails are some of the best known and popular articles of this ware. The manufacture of woodenware has been discontinued since last year and the company contemplate using the extra space for increasing the output of the indurated fibreware tubs, buckets, etc., for which there is a growing demand.

In 1889 the company commenced to make pulp and paper products, an industry which now occupies an important place in their operations and includes the manufacture of ground-wood and sulphite pulps, and all varieties of paper and wood boards from the thickest wrappings and heaviest cardboard to the thinnest tissue. The Pulp Mill is now electrically driven and has a capacity of 90-100 tons dry weight of mechanical pulp. In connection with this a new hydro-electric power house has been built, which will more than double the present supply of power. All the forewades and intakes have been deepened to the fullest extent, thus giving the greatest head of water possible to obtain from the Ottawa River at the Great

managers. The works themselves are full of interest even to the casual onlooker, and visitors to the Capital about not fail to cross the Ottawa River and spend some time in this unique establishment, all under the direct control of Mr. W. H. Rowley, president and Mr. George H. Millen, joint

managers.

Chaudiere Falls at Ottawa and Hull. The manufacture of matches still forms one of the most important parts of the Eddy industry. Figures on the production and consumption of matches seem almost incomprehensible for so small an article. Next to a pin, a match is perhaps about as inconsequential in value, and when you think that for 5 cents you can purchase 500, it is hard to realize that in the aggregate they form an industry almost beyond belief in magnitude. The Eddy Company are the oldest and largest match makers in Canada, their daily output varying from 70,000,000 to 75,000,000 matches or 9 to 10 millions for every person in the Dominion.

The match factory has an interesting annex, which is the dining room, where is served free to the help at noon, an excellent luncheon. Perhaps even more interesting and unusual is the dentistry room, in which the teeth of all employees are examined once a month without charge. This has been installed on account of the somewhat deleterious effect occasionally produced on the teeth by the use of phosphorus in match factories.

While the entire manufacturing business is carried on at Hull, the Eddy Co. have branches and are otherwise well represented in twenty large towns throughout Canada, covering the Dominion from Halifax to Victoria and Vancouver, all under the direct control of Mr. W. H. Rowley, President and Mr. G. H. Millen, joint manager.

There is hardly any limit to the possibilities attainable in the Eddy business. The articles are staple ones, and in every day use throughout the world, the reputation of the Founder and the high standard of quality which is the result of over 60 years experience, all contribute to their popularity.

The works themselves are full of interest even to the casual onlooker, and visitors to the Capital about not fail to cross the Ottawa River and spend some time in this unique establishment, all under the direct control of Mr. W. H. Rowley, president and Mr. George H. Millen, joint