

THE EVENING TIMES AND STAR, ST. JOHN, N. B., FRIDAY, FEBRUARY 16, 1912

7

INTEREST IN REAL ESTATE IN ST. JOHN RAPIDLY INCREASES

The fact that real estate values in St. John have been at a very low ebb in past years gives ample opportunity for considerable enhancement in prices without approaching inflated boom prices. Now that the rapid progress of the city is assured and an expansion in the volume of business and the extent of the population can be expected without much delay the demand for accommodation for both business and residential purposes is expected to increase and the effect is making itself shown on the value of city property. Those who were the first to see this and who were willing to purchase at some advance on the old prices are likely to reap a substantial reward at the first wave of interest and activity has already carried prices all over the city to a higher level. This movement has been largely influenced by the demand for city property by outside investors. Inquiries are being received almost daily from Montreal and Toronto regarding the possibility of securing property in good locations here. Several real estate men are now offering St. John property for sale in Montreal and next week will see another campaign of the same kind opened in a vigorous manner in that city.

In the meantime strong efforts are being made to tie up buildings and lots in strategic positions throughout the city. That the demand will more than equal the supply is asserted by men in close touch with business affairs who say that the coming year will be marked by the invasion of the city by a large number of outside business houses who will be seeking to share in the greater prosperity which is in sight here.

Probably the most spectacular feature of real estate operations here during the coming spring will be the sale of land and speculation in property in the Courtenay Bay district. No town of the west, it is held, offers to investors such substantial prospects of rapid enhancement of values and men who study affairs say that with the advertisement that this city will get from the immense works which are to be carried on here money will be attracted to St. John from all over the Dominion.

The prospects for profitable business here look so good that several Montreal real estate firms are planning to open offices here in the spring.

LARGE CAR WORKS

The possibility of large car works being established on city property in Lancaster was the most interesting development in the forward movement yesterday, and the only drawback so far as could be learned was that the property in question was not quite large enough for the requirements. At least twenty acres is required in a block, and although Director Wisely has been in touch with representatives of the proposed industry for some weeks and has endeavored to detach pieces from surrounding lots already under lease by private arrangement, it is understood that the promoters wish to have a larger property.

In company with Director Wisely the local promoters visited the property in question and found it suitable in every way, with the exception noted, and the director is hopeful of securing in addition to the property which occupies a strategic position, and of the deal going through.

There is increasing evidence that the Lancaster boom is very strongly founded, and yesterday it was reported that a farm near the Sutton property at Keteque which has been purchased by the cement concern represented by B. MacCarthy, has been sold for \$12,000.

Anticipating development along Middleville avenue where a syndicate of which he is the head recently purchased a property, Ald. J. W. Keirstead has offered to set aside a site for a school building for the use of the city and also an open space for a public playground or athletic field.

FACTORY SITE

Careful preparations are being made, it is understood, for the exploitation of the Gilbert farm for factory sites. The syndicate of which Harry Gilbert is the manager is holding the property and will subdivide it for the market. There are in all 3,200 acres on the farm, of which 200 is level marsh and the remainder highland. The marsh will be divided in suitable factory sites and open space, and the highland streets will be laid out for residential purposes. There is a stream of running water on the property, which will be dammed to secure a head of about 30 feet and the water can then be distributed to the factories.

In the city yesterday it was reported that several offers have been made for the old Y. M. C. A. building in Union street, now owned by D. Magee's Sons Ltd.

J. T. Meredith has offered to lease the old property at 68 Rochester street.

HERE TO START WEST SIDE WHARF WORK

The work of constructing the wharves on the west side for which Mr. Connolly of Ottawa, has the contract, will be started within a month according to T. P. Charleau, of Ottawa, who arrived in the city yesterday for the purpose of making preliminary arrangements. The work of laying the stone foundation he said will be commenced in about three weeks and a construction work a short time later. Mr. Connolly, who is in charge of the boring operations in that vicinity, said last evening that his work is now about completed.

COMMISSION IN CHARGE OF TOWN PLANNING

After a conference between a committee of the Board of Trade and the Common Council at which W. E. Budditt presided the need for a more definite system of town planning, the common council yesterday approved the proposal to secure legislation to place all street planning and similar work in both city and county under the supervision of a voluntary commission.

A committee consisting of Aldermen Keirstead, Kierstead, and Wignall, and Mayor Prink was appointed to confer with the municipal council with regard to the matter. The committee hopes to have a bill ready for the coming session of the legislature.

A woman may only kiss her husband when she wants money, and still not be gay with her kisses.

Now For . . . HOME SITES At Courtenay Bay Heights

Ten minutes from Haymarket Square and fronting on Red Head road, every lot overlooking the Bay, and before many new moons appear the Electric Car will land you on the lots. Don't be afraid, you will be surprised at what is going to happen in this suburb. East St. John is the place.

To start this High-Class Suburb, I am going to offer elegant high and dry lots on wide avenues, with lanes in rear, at the lowest prices and the easiest terms ever offered in St. John.

CONSIDER

PRICES	TERMS
\$125	\$12.50
150	to
175	\$25.00
200	CASH
225	\$2.68 to \$5.35
250	Monthly
and up.	

Ottawa, Montreal and Toronto people have bought Courtenay Bay lots. 25 sold in three days.

Now St. John get into line, have at least as much confidence in your own city as outsiders.

All Canada is looking at St. John. Real estate is going to go up by leaps and bounds, because our easy terms and monthly payments will do it. 5 per cent. discount for all cash. Deeds immediately given. Free information.

O. A. Burnham, 96 Prince Wm. St. or Geo. Badgely, 124 St. Peters St., Montreal.

Choicest Courtenay Bay Lots

Months ago when we could pick and choose, we secured for our clients the best property surrounding Courtenay Bay, best, because it is nearer the City, is better situated, and will show investors a quicker and larger profit than anything in that vicinity. This is now being carefully subdivided. Every provision that modern town-planning can suggest is being made. Our prices and terms will be better than the best. Watch for the announcement of our sale.

ARMSTRONG & BRUCE

INSURANCE REAL ESTATE LOANS
Ritchie Building - - - St. John
Phone Main 746

CITY CORNET BAND CONCERT

The presentation of another concert last evening in the Opera House by the City Cornet Band was decidedly successful, and the various numbers were distinctly enjoyed by a very large audience, which was at all times generous with applause. In appreciation of the entertaining programme the concert numbers by the band under the direction of Professor Waddington were a musical treat and hearty rounds of applause greeted the various selections.

C. A. Munroe made a fine impression in his solo numbers, while Miss Nellie Colahan was most pleasing as well. Mr. Munroe was heard in "I Hear You Calling," and Miss Colahan in "Tell Her I Love," and both of them were forced to respond to encores. David Higgins, Gerald McCaffrey, and Fred Joyce sang with band accompaniment and were heartily received, as were Harry McMahon and Carl Kemp in a hornpipe and D. J. Gallagher, cornet soloist, all of whom had much to do with the success of the concert.

The choruses with band accompaniment were a feature of the evening which were heartily applauded, and the whole programme was most enjoyable and, being nicely varied, appealed to the large audience assembled. March—Light Cavalry.....Pancila Selection—American Airs.....Meyrells Song—I Hear You Calling me.....C. A. Munroe.

Cornet solo—Selected.....D. J. Gallagher.
Song—Tell Her I Love Her.....DeFaye
Selection—Reminiscences of Ireland.....Miss Nellie Colahan.

Intermission.
Selection—Reminiscences of Scotland.....Hare
Song—The Queen of the Earth.....C. A. Munroe.

Pastorale and Polka Initiative, Morand, The Twitting Birds.....Nichol
Song—Angus McInnis.....Nichol
Grand Spectacular Nautical Fantasia—A Sailor's Life.....Binding
Chorus, with Band—A Life on the Ocean Wave.....Binding

Band—All in the Downs.....Binding
Band—(Waltz) In Casavand Bay Lying Down.....Binding
Chorus, with Band—The Bay of Biscay.....Binding
Band—Come, Come, My Jolly Lads.....Binding
Band—The Bay of Biscay.....Binding
Song, with band accompaniment—Tom Bowling.....David Higgins.

Band—The Death of Nelson.....David Higgins.
Band—The Sassy Archangel.....David Higgins.

The only way to make some dull children smart is with a switch—but we don't advise corporal punishment.

Band—(Dancing Hornpipe), Jack's the Lad.....Harry McMahon.
Band—(Dancing), The Broom's Hornpipe.....Carl Kemp.

Band—Homeward Bound, Farewell and Adieu.....Carl Kemp.
Song and Chorus—Sailing.....Carl Kemp.
Song, with band accompaniment—Rocked in the Cradle of the Deep.....Gerald McCaffrey.

Song—Our Jack's Come Home Today.....Fred Joyce.
Band—Home, Sweet Home.....Fred Joyce.
Song, with band accompaniment—Rule Britannia.....Fred Joyce.
Finale—Full Chorus and Band, God Save the King.....Fred Joyce.

LAST CHANCE
St. John, N. B., Feb. 16, 1912.

To conclude the sweeping clearance of our entire winter stock we will commence on Saturday, Feb. 17, our end-of-the-season sale, which will continue until March 1. Very important are our exceptional offerings in men's and boys' suits and overcoats, raincoats and trousers, boots, rubbers and overalls for all the family. Valuable cash savings are extended from all departments. Hundreds of garments, and reasonable articles are marked at half price and less.

We especially invite our regular patrons to visit this sale on the opening days as the low prices will move the limited stock very quickly. Come early, this final winter event will continue until March 1.

Yours truly, C. B. PIDGEON.

RECENT DEATHS
Mrs. Wm. Murray, of North Mills, near Harvey Station, died suddenly on Tuesday. She was fifty-five years old and is survived by her husband, six sons, four daughters, her father, David Lister, and several brothers and sisters.

Mrs. Wallace Enjoie, a native of Harvey Station, and a former resident of St. John, died on Tuesday in Cambridge, Mass., where she had resided with her family for the last twenty years. She is survived by her husband and a large family. She was buried at Harvey Station on Thursday afternoon.

The only way to make some dull children smart is with a switch—but we don't advise corporal punishment.

Made by W. H. Comstock Co., Ltd., Brockville, Ont., and sold by all dealers at 25c a box.

THE WHITE STAR STEAMERS FOR COURTENAY BAY

Hon. Wm. Pugsley Brings Word From President Hayes of G. T. P.

FIRST BERTH FOR THEM

They Now go to The St. Lawrence in Winter and United States in Summer — Unfortunately That Laurier Government Naval Policy is Not Carried Out

Hon. Mr. Pugsley came to the city yesterday from Ottawa, and will be here until tomorrow evening. Speaking of the Courtenay Bay work, Hon. Mr. Pugsley said:

"The Grand Trunk Pacific has renewed to this government the undertaking which it has given to us as a condition to the terminal which was completed last year. The terminal will be a part of the transcontinental system. Mr. Hayes, president of the road, told me not long ago that he had no doubt that the first dock when completed would be used by the White Star line steamers which now go to the St. Lawrence in summer and to United States ports in winter. I have no knowledge of where the passenger depot of the railway will be established, but it is well to remember that the terminal of the Grand Trunk Pacific is on the city side of the bay, as the plans will show. The facilities I should think, would include a large elevator, an immigration building such as the government is building at Quebec, and other sheds and warehouses."

As one of the matters affecting the industrial outlook in St. John, Hon. Mr. Pugsley was asked if there was any likelihood of the repeal of the naval bill this session. "It is not likely," he said, "unless the motion made by Mr. Seavigny, one of the Nationalists, is taken up some day on a motion to go into supply. I think it is extremely unfortunate for the country that the policy of the late government for the commencement of a building of a navy Canada in a moderate way, with the full approval of the Imperial admiralty, has not been carried out by our successors. The bill was introduced in parliament by the minister of marine and fisheries that it would take six years to complete the programme and by that time the vessels would be obsolete, is of a most flimsy character. If this were true then no nation would be justified in commencing the construction of a navy because designs and methods are changing from time to time. The vessels which it was proposed to build were of the very latest design and were adopted after full consultation between the naval experts of the British government and representatives of the Canadian government."

The construction of the government in declining to go on with the building of the ships and returning the deposits is especially to be regretted so far as the interests of this port are concerned, because Cammell Laird & Co., of Birkenhead (Eng.), who were the lowest tenderers, had selected St. John as the place for building the ships and there would have undoubtedly been a large shipbuilding plant adjacent to the dry dock on the eastern side of Courtenay Bay. The building of war vessels would have naturally led to commercial shipbuilding and thus a great industry would have been established in this port. Let us hope that the minister in the cabinet may not be of long duration and that Canada may soon begin to assume her proper share in the grand imperial burden to maintain British supremacy upon the seas."

On the suggestion of the recorder it was decided to communicate with the provincial government to arrange to have water pipes carried across the river on the new bridge to be built at the falls, to connect the east and west side water systems in case of accident to either.

The council went into committee to hear P. J. G. Knowlton, on behalf of T. McAvity & Sons, Ltd., with reference to securing a site for the centralization of their plants. The business of the firm was fast expanding and it was found difficult to keep pace under present conditions as the brass foundries for instance were in seven buildings and the iron manufacturers divided among eight, making the overhead charges so great that the firm was under a great handicap as compared with firms in Ontario with whom it was competing for the western trade. The first principle of the firm was to remain in St. John if possible, and the practicable site seemed to be that at the Ballast wharf. The firm proposed to put machine shops along the harbor front and to build large iron and brass foundries in separate buildings. If the site was secured, work would begin this spring on the iron foundry as the change in this line was most imperative.

After Mr. Knowlton had answered some questions, the mayor said the council must decide as to the application from P. R. Taylor for an extension of time on the Durant contract, an offer having been made to post \$20,000 as a forfeit that the work would begin this spring and \$100,000 expended the next 15 months.

H. O. Schofield, president of the board of trade, spoke briefly urging that the council give most earnest consideration. The board had not been called together to discuss the situation but would make a recommendation if the council wished to delay its decision.

Mr. Taylor was not present, but his letter had been presented to the council the day previously. The mayor said that the minister of railways and canals wished to have a definite answer as to whether the council favored granting an extension of time to the interests represented by Mr. Durant and that nothing had been received from the minister that would indicate that the department had compromised itself as to granting Mr. Durant any extension.

Several aldermen expressed their views, and no formal motion being required, show of hands demonstrated that the extension found no supporters and the mayor adjourned the council until tomorrow.

Hon. Mr. Knowlton and George McAvity adjourned the council and Mr. McAvity said that in case his firm was able to secure the site that they would find the figures submitted by Mr. Knowlton were very conservative and that possibly the expenditure might be double that promised.

The general committee reported to the common council and business was proceeded with, matters being taken up as related.

McLachlan, Allan and Betts With Hon. John Morrissey—Conservatives to Have Straight Ticket; Liberals, Too

Newcastle, Feb. 15.—The local government committee today was attended by sixty-five accredited delegates from all the parishes, but Ludlow, Blenheim, South Esk and Glasgow. Seven names were put in nomination, the balloting resulting as follows:

Hon. John Morrissey and Wm. L. Allain, M. P. P. 9, 60 each; D. P. McLachlan, 40; John Betts, Millerton, 36; Jas. Beveridge, of Millerton pulp mill, 22; J. L. Stewart, of George F. Fisher, Chatham, 7.

The nomination of the first four was then made unanimous.

The following were elected county officers: Hon. Allan Ritchie, president; Ald. Sargent, vice; Clara McCulloch, secretary; Matthew Carroll, Nelson, treasurer.

The candidates spoke hopefully of their election prospects. A large number besides the delegates were present. The leading Conservatives, however, who worked for the ticket last time were absent or did not vote. It is pretty certain that a straight Conservative ticket will run, as well as a Liberal ticket also.

BETTER FARMS HERE
Chatham Commercial—Hon. J. P. Burroughs who has recently returned after a trip to New York state observes that a farming conditions in that district are a long way behind those to be found in this neighborhood. The farm houses and buildings he describes as being very inferior, and the land nothing like so good as is to be found on the Miramichi. In fact he considers that compared with New Yorkers, our farmers are well off.

LOCAL MEN BUY DREDGE PLANT.
The large dredging plant of A. and R. Logan Co., of Logansville, has been sold to a syndicate composed of J. F. Gleason, Thos. Nagle and H. O. McInerney of this city. It is said that R. O'Leary of Richibucto is largely interested also.

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CITY AGAINST AN EXTENSION FOR MR. DURANT

Mayor Wires Ottawa in Opposition to Giving Refinery Man More Time

MESSRS. McAVITY HEARD

Aldermen Learn of Plans for Great Development of Local Industry if Site is Transferred to Them—Other Important Matters Before Council

With the authority of the common council, a telegram was despatched to the minister of railways and canals last night by Mayor Frink, informing Hon. Mr. Cochrane that the council would not be favorable to an extension of the time allowed F. O. Durant for the erection of a sugar refinery on the Ballast wharf. This decision of the council which was expressed yesterday afternoon by a show of hands is the first public intimation that the agreement made between the city and Mr. Durant some two years ago has been terminated, although the recorder's opinion that the contract became null and void when Mr. Durant failed to do sufficient work as required by the agreement, was submitted to the council some months ago. The department of railways is concerned in the matter because it had agreed to a transfer of its property at Ballast wharf to Mr. Durant in exchange for the slip between British street and the Ballast wharf granted him by the city.

This property, which has been tied up for two years since the execution of the grant to Mr. Durant, is now available for manufacturing purposes and application has already been made on behalf of the firm of T. McAvity & Sons, Ltd., for the slip, the firm desiring either the use of the property or to effect an exchange with the Dominion government for the purpose of centralizing its various manufacturing interests now scattered about the waterfront in many different buildings. A conservative estimate of the value of the buildings and improvements which the local firm intends to erect and the increase in the employment of the waterfront by the firm of T. McAvity & Sons, Ltd., for the slip, the firm desiring either the use of the property or to effect an exchange with the Dominion government for the purpose of centralizing its various manufacturing interests now scattered about the waterfront in many different buildings. 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