

# The St. John Standard,

NEW BRUNSWICK, CANADA.

CHRISTMAS NUMBER

SATURDAY, DECEMBER 13, 1913.

INDUSTRIAL SECTION.

May Christmas Bring You All True Joy; And May Each New Year Be Happier Than The Last---God Bless Us Every One

## WE WELCOME NONE BUT THE THRIFTY

Immigration System Seeks To Secure Only Those Who Will Become Useful Citizens

## QUALITY AND NOT QUANTITY OUR MOTTO

All Who Have Come are Satisfied--New Brunswick the Land for the Man Who Is Willing Work.

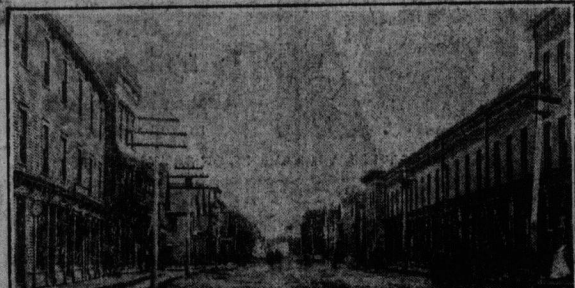
The watchword of the provincial government in regard to its immigration policy during the year just closing has been "quality rather than quantity" and as a result of this New Brunswick has received many of the best settlers that have come out from the old land. Only those that have been successful in their callings at home have been approached with the idea of settling in this province. Special attention has been given to agriculturists and the ready-made farms have become very popular. Besides farmers from the British Isles, nearly twenty-five men native to this province have taken advantage of the offer of the government and settled on ready-made farms.

We would certainly appreciate it if your department could succeed in bringing out a number of good English farmers and settling them in this vicinity. You are at liberty to use this letter as you see fit. Would be pleased to see it appear in some of the old land publications.

Thanking you for past courtesy, I am, Yours very truly,  
(Sgd.) R. W. PRATT.  
Victoria, Carleton County.

J. B. Daggett, Esq.,  
Secretary for Agriculture,  
Fredericton, N. B.

Dear Sir:--  
Replying to your inquiry as to my experiences in Canada, may say that



Main Street, Sussex

are at present working in the interests of New Brunswick in the British Isles, have been instructed to look for only those who have succeeded at home, for emigration to New Brunswick.

The immigrants secured by New Brunswick through the efforts of Mr. Bowler last year have proved entirely satisfactory. The provincial government has been endeavoring to build up the agricultural element and with this end in view special inducements have been held out to farmers.

The following letters from two recent settlers in New Brunswick show what the new settlers think of this province:

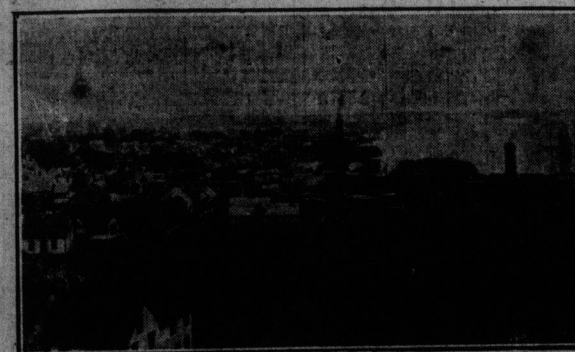
Hartland, New Brunswick,  
October 7, 1913.  
J. B. Daggett, Esq.,  
Secretary for Agriculture,  
Fredericton, N. B.

Dear Sir:--  
Replying to your inquiry as to my experiences in this province, would say I came out from England last spring as one of Mr. Bowler's party, and purchased a farm near this town. The season proved to be rather dry and cold, but as soon as the middle of June came, nothing could have been finer for one's personal enjoyment or for growth of vegetation. I was late getting started, and unused to the ways of the country, but nevertheless have an excellent harvest. My root crop is splendid, and my grain compares very favorably with crops in England. There are good cash markets for dairy products, beef, poultry, and, in fact, everything from the farm. Our neighboring farmers are an excellent class, chiefly of Scotch, English and Irish extraction. We have good schools and church privileges. I am well satisfied with conditions in this province, and am looking forward to a successful future.

This province has an immense acreage undeveloped, and has never known the boosting of the land speculators and promoting concerns. Land can be bought at very reasonable figures. This is certainly the country for the man of small means.

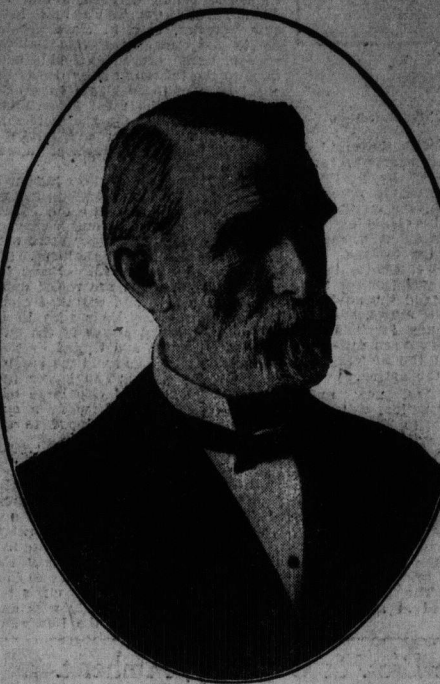
New Brunswick is certainly the province of those in the dominion for the man of small means.

Yours very truly,  
(Sgd.) THOS. HODD.  
These letters speak for themselves, and show that the government has secured settlers who will prove a benefit to the country in general.



Chatham

## A Message From His Hon. Lieut.-Gov. Wood



We have reached the closing days of another year. 1913 will soon belong to the past. We naturally pause and recall its events, its joys and sorrows, its hopes and disappointments, its successes and its failures.

There are few countries so highly favored and few people so richly blessed as

our own people and Province. We rejoice in peace and plenty. We know nothing of the sufferings of pinching poverty or hardships and cruelties of war. We read of these in the Daily Press, but are strangers to the reality. If we think of the wholesale slaughter, devastated fields and desolate homes in the Far East, the result of bitter religious and racial strife, and compare those conditions with our surroundings, we cannot be too thankful for the protection and security our Christian civilization affords.

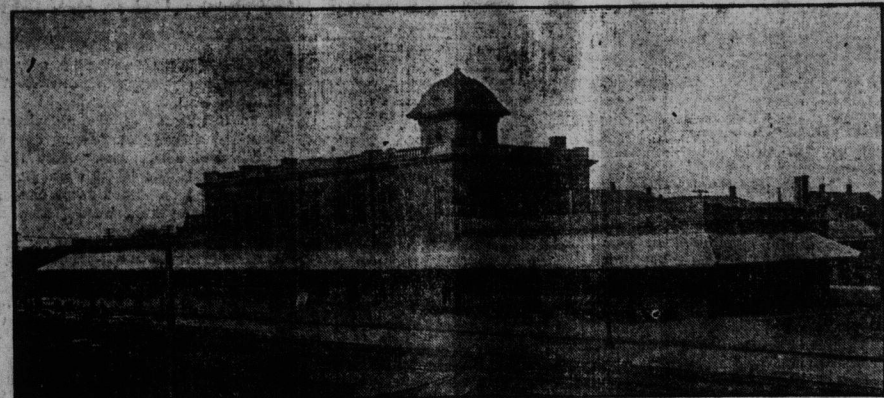
We bid the old year good-bye, and enter the new with bright prospects and with high hopes and aspirations. Let us each show that we appreciate our blessings and prize our advantages, and let us labor to maintain them. Let us recognize the obligations that rest upon us as citizens, live up to high standards of conduct and character, and faithfully contribute by industry and enterprise, to the material prosperity of our Province, and do our part to make it the happy home of a contented and law-abiding people.

JOSIAH WOOD.

Government House, Sackville, N.B.

Dec. 12, 1913.

## NEW INTERCOLONIAL DEPOT AT TRURO IS A MODEL OF ITS KIND--A FINE BUILDING.



Many New Features Introduced Which Will add Greatly to the Comfort and Convenience of Those Using the Station--Commodious Offices for Members of the Staff.

Somewhere about Christmas Day or

by the time the year 1914 is ushered in there will be opened in the town of Truro, N. S., one of the finest stations on the Intercolonial Railway.

The new building is the third Truro has had since railroading began in Nova Scotia. The first was opened in 1855 when the old Nova Scotia Railway was completed from Halifax to Truro. It was a fair enough structure in the pioneer days of the "iron horse," but something new was determined on in 1871, when the Intercolonial Railway was completed and Truro became a more important junction point. The second station was for several years thought sufficiently adequate for all the business, but it needs only a glance at it today to realize how far such a structure fell short of the modern demand for station facilities and accommodation. The new building is a handsome and commodious structure of red sandstone, with rock faced body and dressed trimmings. It has a length of 338 feet, the central part being 137 feet long, 56 feet wide, surmounted by a tower on the street side 19 feet square and 78 feet high. From each end of the central part there is an extension--the one to the north being 80 feet long by 50 feet in width. The foundations are of concrete and the floors of reinforced concrete and structural steel.

The roof is supported on steel roof trusses and is built of slow burning wood covered with pitch and gravel. A ten foot verandah supported on structural brackets with roof covering of asbestos shingles, extends along the whole track front and around the two ends affording outside shelter and shade. Inside the building is handsomely equipped on a scale more artistic than the Intercolonial has previously attempted. The ground floor of the central part contains the general concourse, 52 x 61 feet with a ceiling 19 feet high. The main street entrance is through the tower while there are two entrances from the station platform and side entrances and the floors of apartments leading from it are of "terrazzo" on top of concrete. The walls for a height of 7 feet above the floors are tiled, the upper part and the ceilings being done in rough cast plastering with finished cornices, beams, etc. All the wood furnishings are of quartered golden oak. The ticket office is a handsome structure with an oval front and an art glass canopy roof, and has ample window accommodation for the growing needs of traffic. Off the main concourse is a finely appointed ladies' parlor and lavatory, telegraph office and station master's office. A passage runs from the concourse into the restaurant and dining rooms which have

been finely fitted in the northern extension of the building. The main restaurant is 57 x 30 feet and the inside dining rooms are 48 x 21 feet. The furnishings of these rooms are very attractive, and the kitchen and pantry equipment the most modern that could be obtained. The baggage rooms, express offices, mail room and conductors and trainmen's rooms are in the southern extension.

On the second floor of the central part of the building are located very fine offices for the use of the divisional superintendent and staff, the chief dispatcher and his operators, the divisional engineers and trackmaster. The Webster modulation system of heating is used throughout the building.

The plumbing is installed according to the most modern sanitary methods. Special attention has been paid to the electric lighting, the wiring being carried in conduits and the fixtures in excellent taste. The lighting will be found ample in the waiting rooms so that the passengers while resting there can read comfortably. Most comfortable are the large open fire places in the ladies' parlor and the men's smoking room. In the spring it is the intention to extend the concrete esplanade all around the building, and grass plots with flower beds will grace the town side. The local trains will be dispatched from each end of the station where ample track accommodation will be constructed as soon as the old station is removed from its present site.

## NINETEEN-THIRTEEN ST. JOHN'S YEAR

Twelve Months of Progress Unrivalled in the History of Our City.

## OVER 50 PER CENT. OF INCREASE IN POPULATION

The Past Year Marked The Turning Point--Confidence In What We Have Has Stimulated Us to Greater Effort

St. John, the Atlantic port of Canada, has shown by its rapid growth of the last few years that it is destined to become in the very near future one of the largest cities in the Dominion. The volume of trade through this port has been greatly increased and every year records additional business. The increase in shipping through St. John during the last twelve years has been more than twenty-five million dollars, which greatly exceeded that of any other Eastern Canadian port.

The increase in value of exports for the fiscal year ending March 31, 1913, over the fiscal year ending

March 31, 1900 for four Canadian ports as shown by the government trade returns was as follows:

St. John ..... \$25,807,767  
Montreal ..... 10,259,347  
Halifax ..... 5,756,617  
Quebec ..... 1,929,457

A parallel of the great development that is assured for Canada and the consequent rise of a great city on its Atlantic seaboard is found in the United States, where in scarcely more than a generation the country has risen to a world power of first rank and New York, its chief Atlantic port, from a town of 60,515 in 1800 to a metropolis of 4,786,833 and covering an area of 137 square miles. Commenting on this American city the Encyclopedia Americana says: "New York early took the lead because of its excellent harbor, its situation relative to the European markets and because it became the terminus of the first trunk rail and water route from the middle west." In considering the case of Canada and St. John, the facts are as follows:

The population of Canada in 1901 was 5,338,883 practically that of the United States in 1800. The population of Canada in 1911 was 7,234,000 which was practically the same of the United States in 1810.

In St. John the population increased from 42,363, in 1911 to 67,000 in 1913. The situation of St. John in regard to the European markets surpasses that of New York, and it is the terminus of the first rail route from the Canadian West.

The New Gazetteer of the world is issued by Lippincott, has the following in regard to the harbor here:

"The Harbor of St. John is capacious, safe and never obstructed by ice, being the only harbor on the Atlantic Coast north of Baltimore that enjoys this condition."

On the western side of the harbor is the ocean terminus of the Canadian Pacific Railway, with its docks, grain elevators, passenger and freight sheds, yards, roundhouses and shops.

This company recently purchased forty acres adjacent to their present docks to further extend their terminal facilities, and have just completed on one end of this property their third huge grain elevator at this port. They have announced that they will spend \$1,000,000 each year in St. John in order to keep their facilities equal to the demands of traffic. Co-operating with the Canadian Pacific Railway in this great terminal development the Dominion Government are spending \$10,000,000 in dredging and dock construction on that side of the harbor.

The plans in hand at present call for eleven new berths capable of docking the largest vessel afloat. Four of these are under construction and will be completed during 1914, and the Hon. Mr. Rogers, Minister of Public Works of Canada, after inspecting the work on November 12, 1913, announced that the contract for two more would be let at once, these to be completed within twelve months.

On the Eastern harbor the Dominion Government are spending \$30,000,000 in dredging and dock construction to provide accommodation for the Grand Trunk Pacific Railway and the Canadian Northern Railway. This work involves the construction of a huge breakwater and two miles of docks.



Main Street--Sussex.

giving docking accommodation for twenty-three ships of the largest size. The initial contract of this huge undertaking amounting to \$11,500,000 was placed in the hands of the Norton-Griffiths Company in March, 1912, and work is progressing rapidly. In November, 1913, Mr. Norton-Griffiths stated publicly that he would complete his contract in 1916, one year ahead of time and possibly earlier. Adjacent to the docks the Grand Trunk Pacific Railway have purchased seventy acres of land where their terminal facilities, yards, shops and elevators will be constructed.

The Norton-Griffiths Company in addition to the immense undertaking mentioned above are under contract to construct and operate a huge dry dock and ship repair plant on the eastern harbor. Work on this is well advanced.

The docks, elevators, sheds and yards of the Intercolonial Railway of Canada are situated at the head of the western harbor. Their equipment at present is overtaxed and the most soon provide additional facilities.

When it is remembered that Montreal and Quebec are closed by ice for six months of the year, while ice is absolutely unknown in St. John and that even after twenty-four years of dredging of the St. Lawrence River, boats of the Empress type, which are comparatively small in ocean traffic today, cannot go to Montreal, the fact that all new harbor work under construction at St. John provides for the docking of the largest ships afloat, is especially significant.

The geographical position coupled with the transportation facilities and the natural advantages as a great commercial and manufacturing centre, give St. John advantages that practically no other port on the north Atlantic seaboard enjoys. With the millions of dollars being expended to enable St. John to handle the commerce of a rapidly growing country, and with an almost equal amount being laid out in the development of its wealth of natural resources and the establishment of great manufacturing plants, St. John must experience a growth spectacular in its rapidity and of an extent the most sanguine optimist dare not forecast.

This growth is in progress now as the following official figures attest:

In the years 1912 and 1913 St. John's population has risen from 42,363 to 67,000, an increase of 58 per cent.

For the first ten months of 1913, St. John's Building Permits rose from \$20,700 for the same period in 1912 to \$2,235,650 (exclusive of harbor work), an increase of 349 per cent.--three and one-half times greater than any other city in Canada.

The Exports through the Port of St. John have since increased \$25,807,767, while the increase for the same period for the Ports of Montreal, Quebec and QHalifax combined is \$17,944,821.