

land" as its people love to call it—for where else in the world can be found its duplicate—is in summer a garden of flowers, fanned by cooling breezes from the Ocean, with mile upon mile of sandy beaches. Invading the land and moulding the land into fantastic shapes is the ever restless sea. Everywhere are the fields, prosperous farms and comfortable homes. From the sea cut into the land in all directions, forming landscapes of surpassing loveliness.

## From the Atlantic to the Prairies

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# FREDERICTON

# The Capital City As An Industrial Centre

Fredericton today occupies a conspicuous place among the industrial centres of eastern Canada. The city has made its greatest progress within the past decade. Only a comparatively few years ago the industries of Fredericton were largely confined to lumber mills, and while these mills afforded employment to large numbers, it remained for new industries to spring up in the city to prove today powerful factors in competition for the trade of our growing Dominion. In fact Fredericton has at least three industrial concerns whose business is nation-wide. The products of the Hartt Boot & Shoe Company, Ltd., the John Palmer Company, Ltd., and the Palmer-McLellan Shoe-pack Company, Ltd., may be found today in almost every centre in the Dominion.

Mention is made elsewhere in this issue of the development of the Hartt Boot & Shoe Company, Ltd. Coincident with the expansion of this industry of the capital city has been the increased business of the John Palmer Company, Ltd., manufacturers of larrigans and shoe-packs. The plant of this company, situated on Argyle Street, is unique inasmuch as it is the largest shoe-pack and larrigan factory in the world. Occupying fully 50,000 square feet of floor space, three stories in height, the factory is well equipped with the most up-to-date machinery and is in every respect a credit to the energy and enterprise of Charles K. Palmer, one of Fredericton's leading citizens. The present plant replaces the former quarters of the company, which were found inadequate to cope with the increasing volume of business. The new plant has been operated for the past four years. This company has the distinction of being the pioneer concern in the manufacture of larrigans and shoe-packs in the Dominion of Canada. The late John Palmer, the founder of the company, started the manufacture of this class of footwear in a small way in 1877 under the firm name of Brown and Palmer. In 1901 the company was incorporated under its present denomination. Its chief product is the well known "Moose Head" brand of oil tanned footwear. In a very large measure Charles K. Palmer, a son of the founder of the concern, has been responsible for the growth of the company's business. As president and managing director of the concern he has met with unusual success. It was Mr. Palmer's judgment that directed the decision to erect the large new plant, and he has given the affairs of the company generally his closest personal attention. John Kilburn, Fredericton; J. Fraser Gregory, St. John; Wardlow Kilburn, Fredericton; George A. Kimball, St. John, and W. M. Todd of Fredericton, are the other directors of the company, Mr. Todd being the secretary-treasurer of the company.

Fredericton is also the pivot of the lumbering industry of New Brunswick. In addition to other companies of smaller proportions the city is the headquarters of the leading lumber firm of Fraser, Ltd., operators of ten large lumber mills, and a concern recognized throughout Canada and the United States as in the front ranks of timber manufacturers. The largest holdings of Fraser, Ltd., are on the Upper St. John river. Their Fredericton plant is one of the busiest lumber projects in the city, and is probably the most up-to-date lumbering plant in the province. The company has taken a step forward in embarking into the pulp and paper business. Plans have been completed, and work has already been commenced on the erection of a wooden pulp and paper manufacturing plant, which will involve the expenditure of upwards of two million of dollars. The late Donald Fraser, founder of the firm of Fraser, Ltd., was one of New Brunswick's foremost citizens, and to his genius, energy and industry the large lumber propositions of the concern stand as a handsome monument. Since the death of Mr. Fraser a few years ago the active management of the business has been in the capable hands of Archibald Fraser and Donald Fraser, the two sons of the deceased. Both are big men and thoroughly imbued with the possibilities of Fredericton and the province of New Brunswick generally.

Another industry that gives employment to a number of Fredericton people is the Palmer-McLellan Company, Ltd. This industry was established in 1912. Since that time it has been carrying on quite an extensive business in the manufacture of shoe-packs and larrigans. It may be said that this industry is a rival concern to the John Palmer Company, Ltd., but there is sufficient room for both industries. Since the death of John Palmer the business has been carried

on by his partner, William B. McLellan. The plant of the company is situated on York Street and well merits an inspection.

The Smith Foundry Company operates a well equipped foundry on King Street. This company's business during the past few years has greatly increased. The company's plant is admirably equipped for the manufacture of munitions, which has been the chief business of the concern for the past year. Harry Smith is now the active head of the company. Mr. Smith is one of Frederickton's most successful business men. He finds time to devote considerable of his talents to the municipal life of York county and is a former warder of the municipality.

Other industries of Fredericton deserving of especial mention include:

M. Ryan & Sons, brick and tile plant.  
Willis McPherson, machine shop.  
Risteen Company, Ltd., woodworking plant.  
McFarlane, Neill Manufacturing Company, Ltd., lumber, tools and supplies.  
The Chestnut Canoe Company, manufacturers of canoes.  
McFarlane Wagon Works.  
John Moore & Sons, monumental works.  
York and Sunbury Milling Company, Ltd., manufacturers of lumber.  
B. S. Moore, manufacturers of canoes.  
P. McGinn, manufacturers of farm wagons.  
F. L. Cooper, manufacturer of carriages.  
Concrete Construction, Ltd., manufacturers of concrete blocks, etc.  
Phoenix mills, manufacturers of shingles.  
William D. Gunter, manufacturer of lumber.  
Haines Company, Ltd., manufacturers of lumber.

A manufacturer desirous of establishing an eastern branch of his business will naturally consider the following points — situation, transportation facilities, situation of markets, cost of fuel, cost of labor and civic inducements. Frederickton can present claims on each point that are worthy of serious consideration.

Fredericton residents pride themselves greatly in their transportation facilities. In addition to the service provided by the river steamers during the open season, the city is served throughout the year by the C. P. R., Intercolonial, St. John Valley and the Fredericton, and Grand Lake systems, while there is also a close connection with the National Transcontinental Railway.

No reference to Fredericton would be complete without a reference to Marysville, its principal suburb, and no reference to Marysville would have much value that omitted the name of its founder, The spruce tree is king in New Brunswick, but the spruce tree bows its head in homage to Alexander Gibson. Starting in life as the proverbial poor boy in the village of Lepreau, his career reads like a romance. He employed an army of men in the woods, on the stream, in the mill and on the river St. John, cutting, driving, sawing and shipping from 25,000,000 to 50,000,000 feet of lumber every year. He built the original New Brunswick railway, about two hundred miles in length, extending from the town of Gibson, opposite Fredericton, to Edmundston, with a branch to Presque Isle, all of which is now a part of the great Canadian Pacific Railway system. He built, in conjunction with the late Senator Snowball of Chatham, the Canada Eastern Railway, one hundred and sixteen miles in length, own part of the Intercolonial Railway, from Fredericton to Chatham, besides the branch from Blackville to Indian town. He was part owner, in conjunction with the late Senator Temple of the handsome steel railway bridge which spans the river between Fredericton and Gibson. He built at Marysville one of the largest cotton mills in the Dominion of Canada, the plant at the present time being carried on by the Canadian Cottons, Ltd., of Montreal, with manager Dolphin in charge of the local operations. The late Mr. Gibson erected and donated to the New Brunswick Methodist Conference one of the finest churches in the province, and maintained it entirely at his own expense. Lath mills, shingle mills, grist mills and other minor ventures all bear witness to his genius, forethought and enterprise.



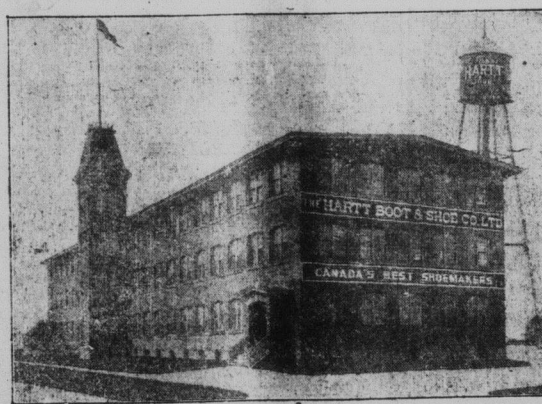
## HARTT'S CUSHION SOLE



**FOR MEN WITH TENDER FEET**



# Hartt Footwear for Men



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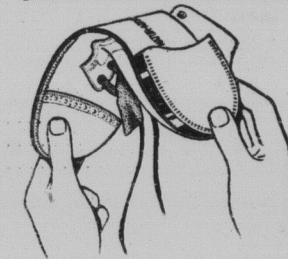
And these are the dominant notes of  
***The Hartt Shoe.***

**The Hartt Boot & Shoe Co., Limited**  
*"Canada's Best Shoemakers"*  
**FREDERICTON, N. B.**

## HARTT'S Natur-Archiv



This picture shows the Extra Long Orthopedic Heel, which gives the scaphoid bone the support it should have. The shank of this shoe is specially constructed, and gives the greatest amount of foot comfort.



HARTT'S FAMOUS NATUR-ARCH

