

gress, and there is a promising outlook for the future. Lumbering is very active, and more men will enter the woods the approaching winter than for five years past. The fishing industry has not been up to the mark this year, owing partly to unfavorable weather conditions along the coast, and partly to the fact that the signing of the armistice found many of the fish-packing concerns with large stocks on their hands, which have not yet been worked off. This is particularly true of the sardine industry. Research, with profitable results, is being pushed in oil shales in the eastern section of the province. In addition to the oil wells that have been in operation near Moncton, several additional wells of a promising nature have recently been sunk near Kent Junction, and oil finds have also been reported in the eastern section of St. John County.

On the whole, there is a well-founded feeling that a new day is dawning for the maritime provinces, and that New Brunswick, with its open ports, fertile fields, varied natural resources, and outstanding scenic beauties, will share in their triumphs.—Secretary, St. John Board of Trade.

#### Fredericton, N.B.

Business conditions in Fredericton during the year 1919 have been generally satisfactory. Signs of industrial expansion, both in the city and surrounding districts, are encouraging. A leading provision firm of the city will erect a canning factory, thus providing a market for farm produce. The machinery has been purchased and is on the way. This firm is also manufacturing sausages and bologna with modern machinery.

One of our foot-wear manufacturing firms has lately added to the output of ladies' fine boots and shoes; formerly only men's foot-wear of fine grade were marketed. Another factory in the foot-wear business is arranging for necessary additions to buildings to accommodate expanding trade. The manufacture of hardwood last blocks will soon be under way at Mullin's Brook, about 28 miles distant. The manufacture of furniture by this firm is being considered. Arrangements are now being made to free the antimony mines at Lake George, of water, when mining will be resumed on a large scale. A smelter will also be erected, either at the mines or some shipping port. A pulp and paper company is now erecting a concrete dam at Marysville, three miles from the city, on the Nashwaak River, to supply electric power for a mill to be erected at the mouth of that river.

All these undertakings are located on railways, so there is no question of transportation to be arranged. Comparing 1919 with other years, it may be said that Fredericton being surrounded by a large mixed farming community, there are no marked ups and downs in business conditions to be reported. Increase in population keeps pace with industrial expansion.—Publicity Commissioner.

#### Sydney, C.B.

The past year, industrially speaking, has been a quiet and uneventful one. It has, however, been marked by the erection by the Dominion Iron and Steel Co. of their large ship-plate rolling mill. This mill, which is 1,100 by 350 feet in size, will be in operation in the spring, and its erection points to the likelihood, amounting almost to a certainty, of shipbuilding being actively embarked upon in the near future and in this vicinity. The Sydney Dry Dock and Engineering Co. has been incorporated, and has made application to the government for the subsidy voted by the federal parliament to assist in the construction of dry docks in Canada. This company is backed by ample financial resources, and their dry docking and ship repairing business would no doubt be supplemented by shipbuilding. Although the port of Sydney has not witnessed the activity which marked the years 1917 and 1918, when it was the assembling and sailing port for the large squadrons of store ships which were convoyed across the Atlantic, the present season has been a fairly busy one, and the Dominion Coal Co. has had its resources taxed beyond the limit in supplying bunker coal to the large number of steamers calling for it.—Secretary, Sydney Board of Trade.

#### Truro, N.S.

The year which is now closing has been an active year in business circles in Truro. Sales have been good and collections prompt. Custom receipts at the port of Truro have been the largest in our history. The railway traffic through Truro has exceeded that of any previous year. Some eighty trains or more pass through daily. The double-tracking of the C.G. Ry. from Truro to Moncton which became necessary on account of the rapidly growing traffic on that road gave rise to considerable work in and around Truro, and thus increased business to some extent. Owing to the high cost of materials coupled with the uncertain conditions of labor very little building was undertaken in the early part of the year. The demand for houses, however, led to considerable building activity later in the year.

No new industries were opened during the year, but all those in operation were kept busy throughout the year. In order to take care of the growing business of the town and county a fourth bank was opened in Truro, and two branches in the county. The farming and lumbering industries throughout the county, and on which the prosperity of Colchester so largely depends were never more prosperous. Shipments of lumber were large despite the fact that shippers were badly hampered by the rate of exchange.—Secretary, Truro Board of Trade.

#### Building Boom in Halifax

Since the explosion of the ammunition-laden ship, "Mont Blanc," which occurred in December, 1917, destroying, in round numbers, a thousand dwellings, killing practically two thousand persons and injuring scores of others, Halifax has had a building boom probably unprecedented in Canada, and were it not for the terrible loss of life which cannot be replaced, the city, as far as improvement is concerned, gained much by the terrible experience. The building up of the devastated area—comprising about a sixth of the area of the city—has been in the hands of experts, and the new houses going up, constructed of Hydro-stone (compressed concrete blocks) with overhanging roofs of slate, with parked sidewalks and permanent paved streets, give quite an English appearance to this section. In new buildings, repairs to old and payment for damages, etc., some \$15,000,000 has already been spent.

The explosion, however, is not altogether accountable for the new building now going on here. It must be remembered that the building of the Halifax Ocean Terminals, under construction since 1913 and still being carried on, removed a number of dwellings and the tenants who occupied same had to be rehabilitated.

Besides the great number of dwellings and business blocks now under erection, there is also the immense plant of the Halifax Shipyards—involving in buildings, plant, etc., an outlay of \$10,000,000, and the huge plant of the Imperial Oil Co.—occupying over a hundred acres on the eastern shore of the harbor, which, when completed, will, it is said, be the largest oil refining plant in Canada. The latter will also involve an expenditure of \$10,000,000 it is contemplated. The Robert Simpson Co., of Toronto, are also erecting a large warehouse at a cost of upwards of \$200,000; this is to accommodate their increasing business in this section. Three large warehouses are to be constructed in the near future by firms from abroad establishing branch businesses in this city, and large additions are being planned for at least two of our largest industries.

Probably the greatest increase has been in shipping tonnage through this port, although, since the cessation of hostilities, same has fallen off considerably. Tonnage was at its peak in 1917, when the total through this port, sea-going only, amounted to 17,092,911 tons; it must be remembered, however, that probably 40 per cent. of this tonnage was made up of ships that came here for examination before proceeding on their transatlantic voyages. The year previous to the war the tonnage of the port amounted to 3,182,000 tons, while for the ten months of the present year it is getting back to normal and amounted to 3,706,400 tons.—Secretary, Halifax Board of Trade.