

## NEW BRUNSWICK'S ADVANCE.

### Story of Growth Throughout the Province—New Lumber Laws—Increase in Customs Receipts.

St. John business men had their attention directed last week to matters relating to trade expansion in two important directions. At a political banquet several speakers told of the marvellous growth of the West and declared that there should be no sectional feeling between East and West. John Hendry, President of the Canadian Manufacturers' Association, pointed out that the East must for a long time do the manufacturing for the growing West. The view was expressed that St. John and the Province of New Brunswick must benefit largely from this expansion.

The proposition of Mr. F. C. Durant, who represents American capital, to establish a sugar refinery at St. John is still under consideration. There is a hitch in the negotiations because he has asked for some water-front that is expected to be required in connection with terminals for the Grand Trunk Pacific. There is a strong desire to secure the industry, and terms may yet be arranged.

#### Boston Firm is Interested.

The David Craig Company, of Boston, have offered a moderate rental for property owned by the city at Green Head, a mile or so up the river. They propose to erect a cement manufacturing plant to employ about 300 hands. Negotiations are in progress.

The new shoe factory of J. M. Humphrey & Company is about to begin work. Though the company are beginning in a modest way, they have a plant of the most modern and complete description.

The last ten days of September were marked by more heavy rain than has fallen in any autumn since 1900. Rivers were swollen, and a good deal of damage was done to late grain and potatoes. Farmers up the river say there has not been as much damage done since the great Saxby gale, but this is probably exaggerated. Nevertheless the loss has been heavy in some localities.

The customs returns at St. John for September show a substantial increase. The figures are \$106,215.72, compared with \$93,770.78 in September of last year.

H. P. Robinson, late general manager of the New Brunswick Telephone Company, is now St. John manager for the financial brokers, J. C. Mackintosh & Company.

#### Dominion Exhibition at St. John.

The Dominion Exhibition is to be held in St. John next year. The local association are planning extensive improvements to buildings and grounds.

The Furness Line steamers will sail from St. John for London every ten days this winter, instead of once a fortnight, as formerly.

Mr. A. A. Allen, Secretary of the Dominion Immigration Department in London, is gathering information concerning New Brunswick farm lands, and taking photographs to be used in an immigration campaign in England.

The Lumbermen and Limit Holders' Association have held an indignation meeting. They appoint a committee to appear before the Provincial Government and protest against a new Crown Land regulation, which provides that:—"Trees shall be sawn down at the swell of the roots instead of being chopped down, and that the saw be used instead of the axe in cutting the trees into lengths. The trees shall be chopped off as small as five inches in diameter, and the lower limbs of every fallen tree shall be lopped off so that the top will lie flat on the ground to rot. Scalpers will be instructed to scale any and all tops left in the woods up to five inches in diameter." The lumbermen contend that small material could not be sold, the use of the saw would be a hardship, and the regulations are needlessly burdensome. The Crown Timber Lands of the Province are valuable, producing pine, pulp, and hardwoods.

#### Trade is Healthy and Increasing.

S. E. Vaughan & Company have sold their saw mills and timber lands, comprising ninety-three square miles in Kent County, to the Swedish and Canadian Lumber Company. The price paid was \$50,000. The mills include what were known as the McLeod mills.

Mr. J. E. Ray, Trade Commissioner for Newfoundland, stated in a recent interview that New Brunswick should be able to do considerable trade with the ancient colony in poultry, office and desk furniture, cotton and dry goods, nails and tacks, confectionery, rough and dressed lumber, laths, shingles and woodwork, soap, hay, meal and potatoes. Mr. Ray while here held conferences with local merchants relative to trade matters.

The general state of trade in New Brunswick is healthy. The log cut in the woods next season will be large. It is stated that on the Restigouche the cut will be 100,000,000 feet, or 10,000,000 feet more than that of last year, which was the record.

The price of brooms and whisks was advanced last week at from fifty cents to one dollar per dozen at the Simms factory here, due to a great scarcity of broom corn. There was a previous advance of fifteen cents a fortnight ago.—A.

## MONTREAL versus NEW YORK.

### Diversion of Grain Shipments is Causing the United States Port to Look to Its Laurels.

When trade gets into certain channels it is difficult to dislodge it easily was a point made by Lord Balfour in Toronto the other day when commenting upon the hold which the United States has upon the West Indies trade. New York is awaiting the day when it will have a waterway from the Great Lakes that will enable it to compete with Montreal in the matter of grain shipments. It is fully recognized, though, that a standstill attitude during the time the barge canal is building is no way to gather business. If Montreal, which is now obtaining a very large proportion of North America's wheat shipments, once establishes its superiority as a port for this purpose, New York will have to fight hard to divert the business from the St. Lawrence.

#### Higher Level of Export Charges.

A Washington dispatch the other day stated that the United States port should maintain a higher level of export charges. One or two Government experts are of the opinion, it says, that it is to the interest of New York to maintain a higher level of charges since there is so much freight that must necessarily move by that port that it is a more profitable operation to lose some of the grain on account of the high rates while collecting the higher scale of charges on the goods that must move by that route than to collect a lower rate on the cereals and thus tend to set a lower level of charges on the other goods of similar character.

#### Competition with Montreal.

New York's shipping interests by no means agree with the Government experts, who, they say, have been talked over by the railroads. An important shipping man there says that grain is absolutely necessary to the steamship lines. "Its financing and the charges that go along with it in its exportation amount to very large sums, and New York should certainly fight to have its business in grain maintained. In the course of a few years we will be independent of the railroads, for we will have a waterway from the Lakes that will permit competition with Montreal, which is now getting such a large proportion of wheat."

"When the business of the barge canal is properly systematized it will mean that New York steamship lines will again become grain carriers on a large scale, for they can afford to name much cheaper rates to Europe than can steamers from the St. Lawrence. Prospects are therefore good; we shall have our coarse freight and our profitable freight."

Now is Montreal's chance to prove its commercial fighting capacity.

## INVESTMENTS OF A. E. REA & CO.

Monetary Times Office,  
Montreal, October 5th.

Mr. A. E. Rea, head of the firm of A. E. Rea & Company, of Toronto, is not forming a merger or syndicate of department stores in Canada—this story has been much heard in commercial circles lately. Mr. Rea is in the market for all department stores which show any evidence of probable prosperity and which are for sale at Mr. Rea's own figure. He has capital behind him, but nothing in the shape of a trust or syndicate is to be attempted. Mr. Rea will be manager of whatever stores he purchases under his own name.

Interviewed this morning by the Monetary Times, he stated that his stores have no connection with either Simpson's or Eaton's. There will be neither co-operation with or determined opposition to either of the departmental stores. "I wish you would state," said Mr. Rea, "that Eaton's are among the best customers of my Toronto factory. We will sell our goods on their own merits, and in my own name. My advisers here thought that perhaps we should have retained the name of Carsley. But I refused to do so. I shall do business over my own name and will do so here in Toronto, and in Ottawa, where we have bought the T. Lindsay Company, and wherever else we may locate."

Mr. Rea admitted that there is a little United States capital interested in his projects. He said that the amount of United States capital interested is comparatively small; most of it is Canadian. Mr. Rea intimated that his operations may take an extended form and involve many millions of dollars in the near future.