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Business Development of Saint John During the War.

Banking, Exporting, Manufactur- ing All Increasing Rapidly

There is probably hardly a city in the Dominion that can show the continuous and extensive development of St. John during the last two and a half years. Nor is this development showing any signs of having reached its limits. There is in fact hardly any limit to the degree of prosperity to which this go-ahead and enterprising New Brunswick city can attain if it keeps on as it has commenced. The following items will throw some light upon a movement which we in Canada are more used to hearing about the western cities rather than those located in the east.

The clearing returns for the St. John banks for the first three weeks of 1917 show a total of \$6,141,238 as compared with \$4,892,000 in the corresponding period of 1915. This alone is an indication of the first importance as proving the correctness of the assertion made above.

A considerable quantity of ore has been taken out of the copper mine at Dorchester and the outlook for a successful operation of the mines is now very bright. The ore will probably be shipped to the United States to be refined, as there is no refining plant here as yet. Development work is being carried on at the copper mines near Bellefleur. The ore is of good quality.

The industrial success which St. John is experiencing is being reflected in the progress that the provincial communities are making. St. Stephen is a good example. The output of the St. Stephen shoe factory for eleven months to January, 1917, is placed at \$309,000 with an annual payroll of \$62,000. The confectionery plant has manufactured about \$1,200,000 during the year 1916, an increase of about \$300,000 over the previous year. The soap factory, edge tool plant and fertilizer works have each had a good season. But for a fire which destroyed the greater part of the plant of the wood-working factory, its output would have reached \$225,000 last year. The cotton mill at Milltown has turned out 250,000 yards of cotton weekly, of a yearly value of \$1,250,000. Like satisfactory reports come from Moncton, Fredericton, Woodstock, Sackville and other industrial communities in the province.

The events of the past two years, while they have emphasized in a marked degree the importance to the Empire of her Canadian possessions, have directed special attention to the economic value of the ports of the Dominion, particularly those on the Atlantic seaboard. Four of these have become outstanding imperial ports—Montreal, St. John, Halifax and Quebec. The measure of traffic that these ports are capable of accommodating has been very clearly demonstrated by the value of the exports shipped through them during the year and a half ending September 30, 1916. During that period Montreal exported goods to the value of \$338,683,779; St. John came second with \$176,013,031; Halifax third with \$46,382,131; and Quebec \$6,298,356.

In the case of St. John, this result was reached in the face of a heavy handicap occasioned by the destruction of the Intercolonial Railway elevator. The absence of this elevator threw the whole burden of grain shipment on to the Canadian Pacific Railway—a burden which was cheerfully accepted and carried along in a wonderfully successful manner. In the winter of 1916 the grain shipments from St. John reached a total of 14,186,522 bushels; this winter 2,938,082 bushels were shipped up to December 31, through the C. P. R. elevators. With the restoration of the Intercolonial elevator, and the completion of the harbor development schemes which are in contemplation, St. John should be able to do at least fifty per cent more export business in the next two years than she has done in the past. Now that Canada is awakening to the importance of utilizing her own ports in preference to those of other nations, this fact should go far towards answering any criticisms that may be advanced with regard to the ability of St. John to handle whatever traffic may be directed towards it.

The enterprising canning firm of Connors Bros., whose fish products are shipped the world over, have recently undertaken the canning of beef, thus adding to their own industry and at the same time opening up a good local market for the farmer who has cattle to sell. At the present time, most of the beef used in canning is brought from Ontario. This firm have done a large business this year in the packing of fish, chiefly sardines. The coming season they hope to be able to handle one hundred hogheads of these fish daily.

For the fourth quarter of 1916 potatoes to the value of \$30,342.50 were shipped to Cuba from St. John, as against \$8,330 worth in the corresponding quarter of 1915. The exports of fish for the quarter amounted to \$4,492 compared with \$3,441.50 for the last quarter 1915. Hence in both these industries considerable and in one of them a very great increase was shown.

As to immigration, although, owing to the war, no special effort was made during 1916 to encourage immigration, nevertheless there was some development in this direction. The provincial immigration agent reports that from all sources during 1916, 230 settlers came into the province. Though the number was small in comparison with pre-war years, the settlers were of a most desirable class.

The total shipments of forest products for the year 1916 from the port of St. John were \$1,410,844 as against \$1,371,459 for the year 1915. For the quarter ended December 31, 1916, forest products to the value of \$334,717 were shipped to the United States. They were made up as follows: Lumber, \$81,508; wood pulp, \$131,815; pulp wood, \$28,389; laths, \$83,343; shingles, \$9,662.

That after the war a larger share of new immigration to Canada will be to the Maritime Provinces, is the opinion expressed by financiers and others who have visited Canada in recent months. These provinces got a very small share of the immigration to Canada which came in the five years before the war. Opportunities in fishing, mining, lumbering, agriculture and manufacturing are offered in the three provinces.

The world shortage of wool, and the imperative need of some action being taken to facilitate the business of the Canadian textiletrades, the Federal Government has, on the sanction of the Imperial authorities, formed what is to be known as the Canadian Wool Commission. This body will have charge of the purchase of the Australian wool released by the British Government to the Canadian interests. The Commission will also have charge of its distribution in Canada. This Commission consists of Mr. George Pattinson, Preston; Mr. I. Bonner, Hespeler; Mr. C. W. Bates, Paris; Mr. James Rossmond, Charlton Place; Mr. George Forbes, Almonte, and Mr. F. B. Hayes, Toronto, Honorary Secretary. The necessity of appointing this Commission, as a means of facilitating Canadian business, and preventing an absolute cessation of many of the textile trades, was brought to the attention of the Right Hon. Walter Long, Secretary for the Colonies on April 7th last. The explanation was made at that time, that the British Government was taking drastic action regarding the exportation of Australian wool for military reasons.

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Pronounce the numerals distinctly,
emphasizing the ones that are most
frequently confused. For instance 0
sounds like 4; 2 sounds like 3 and 5
sounds like 9.

Remember that the operator who an-
swers you has other subscribers waiting
for her whose demands are just as urgent
and important as yours, and she is
human, and above all things that she is
a young lady.

Kindness begets kindness and courtesy
begets courtesy, so if you want to get the
best results in using the telephone, make
it a point to be especially kind and
courteous to the operator.

Put the lips close to the mouthpiece,
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Exercise patience at all times. Impet-
uous rattling of the hook makes it impos-
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