

has taken his son into partnership with will deal in lands, mines, and timber. The delegation to the West will draw attention in Montreal. The recommendations already made to the Government Corn Exchange. Replying to a question the president of the Exchange said:— "I mean to say that the present series Messrs. Pickford and Black run an export from Halifax at present, and I have no objection from that port. The trouble is the proper departure point. The main export trade with the West Indies is in shipments. To give satisfaction, we have to carry large stocks at Halifax and representatives at that port all the public warehouses in Halifax. There is which the I.C.R. itself does not want to be is not enough business."

Steamship Line.

Trade is good but very spasmodic. But wanted they are required in a hurry. In Halifax for storage of the various sized steamship line running direct to goods come from, and whence they can be sent at expense and greatest dispatch, is a point that has had representations made to the Government. "What about the winter months?" "The winter months could maintain their representation. This has been done already in the past. The profits on the Montreal would be so large that the winter business could be maintained. There should be sufficient trade to maintain from Halifax, as well as a direct line to the fish shipping business from Halifax, being very large. Probably the most service would be a line from Montreal to Newfoundland, taking a part cargo for shipping it there and filling the available space what a success, the Montreal-Cuba line. It only began about two years ago. The Dempster boats, which furnish the most splendid cargoes, and the return cargo is growing. It would seem that a line from a Montreal-West Indies

the Sunlight Soap people, are ready to take a firm foothold in Montreal, through the premises and plant of the William Lorne Company, some years ago it was announced that the advisability of establishing a branch in Montreal was chosen finally. The death of Mr. Lorne, one of the oldest manufacturers in Canada, placed his business in the hands of the Lorne & Company purchased it for \$100,000. The Lorne Company, Limited, capitalized and incorporated recently at Ottawa, and in will be operated under a Dominion

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Bank Meeting.

From time to time regarding the purchase of the Quebec and Lake St. John Railway. The Quebec and Lake St. John Railway, which is owned by J. G. Scott, the general manager of the Intercolonial Railway, has offered the position of vice-president of the Quebec and Lake St. John Railway, and it is said, and in that the interest of the Quebec and Lake

St. John. Quebec will also continue to be represented on the board by citizens of that city, and by the mayor, and the road will be operated as heretofore.

The sixtieth annual general meeting of the Montreal City and City District Savings Bank, of which Mr. A. P. Lesperance is manager, was held here on Tuesday. The report stated the net profits for the year were \$156,614.95, and the balance brought forward from last year's profit and loss account was \$51,005.54, making a total of \$207,620.49. From this amount have been paid two dividends to shareholders and \$100,000 has been transferred to reserve fund, increasing the latter to \$900,000, leaving a balance at credit of profit and loss of \$7,620.49, to be carried forward to next year. Feeling reference was made to the losses through death, of the late president, Sir W. Hingston, and Mr. C. P. Herbert. The following board was re-elected:—Hon. J. Ald. Ouimet, president; Mr. M. Burke, vice-president; Hon. R. Mackay, Ald. H. M. Molson, Messrs. R. Bolton, G. N. Moncel, R. Archer, M. Nowlan de Lisle, Hon. R. Dandurand, Hon. C. J. Doherty, directors.

This well-known and carefully-conducted institution has passed its sixtieth year, having been founded in 1846. That its role as a savings bank for the people of Montreal and district is well filled, appears when it is known its open accounts number 87,081, and that each depositor has, on an average, \$224.80.

NEW BRUNSWICK'S LUMBER.

Rivers Are Right for Floating Lumber—Intercolonial's Business Increasing—Real Estate and Industrial Notes.

(From Our Own Correspondent.)

St. John, N. B., May 6th.

Probably all lumber cut in New Brunswick during the past winter will be got out, as well as thirty million feet or more, left from last spring. The rivers are now in flood and higher than the recent average of spring freshets. There is snow in the woods to keep them high for some time yet, much of last winter's cut, which was hung up on the St. John and its tributaries, already reached the booms, and some of the mills have commenced sawing.

A big lumber deal of considerable magnitude has been concluded, as in the purchase by Messrs. A. C. Dutton and Company, of Springfield, Mass., and J. C. Fenderson and Company, of Springfield, and Sayabee, Quebec, of the N. C. McNair timber lands, with shingle mill and saw mill at Jacquet River and Louison, also the timber lands of Mr. Dertch of the same place.

Big Lumber Deal.

The price for these two properties is about \$40,000. An option has been secured on the W. B. Calhoun property at Jacquet River for \$60,000. It embraces in all 92,000 acres of timber lands and three saw mills.

Captain Walsh, who is in charge of the C. P. R. Atlantic steamship fleet, has advised St. John to make some changes in the construction of the new wharves in the harbor. These, he says, are necessary to facilitate the handling of large steamers. The city engineer, who designed the wharves, does not agree in this. To give the recommendation effect will involve abandoning construction of a steamship berth 630 feet long, which should be best and cheapest to build of all in the harbor. It looks as if the city will adhere to their engineer's plans. The Dominion Government has begun the work of dredging for one of the new wharves the city hopes to have ready next winter. A large and powerful dredge, which the Government may purchase, probably will arrive here shortly for Boston to assist in the work.

Massey-Harris Company Will Go to Moncton.

The Massey-Harris Company have secured quarters at Moncton, and will move their Maritime headquarters from St. John to the railroad town. Moncton takes them near the farming centres of the three provinces, and this is considered a better location from which to direct the business.

The Fredericton City Council has secured the services of Mr. L. W. Johnston, a one time prominent merchant, who will give all his time to the duties of chief assessor for the princely sum of \$400 per annum. The position was first offered the late chief assessor, Dr. Henry, but he declined the offer on account of the salary.

The Grand Trunk Pacific Construction Company has sold out to the Westinghouse Construction people their contract for the section of the National road in New Brunswick from Moncton to Chipman. The new contractors are getting supplies on the spot and expect to give employment to upwards of two thousand men.

The Intercolonial Railway will build a large flour shed at the York Point Wharf, with a capacity of several thousand barrels. Construction will be commenced soon.

There will be also much work in the I. C. R. yard to provide for this steadily growing business. At present merchants are put to no end of inconvenience because the management are trying to do a business of 2,000 cars a day in a yard equipped only to handle 1,000 cars.

The winter port season of 1906-7 will end with the sailing to-day of the steamship "Montreal" for Antwerp. In round figures the export business is about five million dollars behind that of last winter, the values being \$23,615,000 last winter, and \$19,387,000 for the winter just closing. The grain shipments fell off about four million bushels. Details of imports are not kept here, but the car reports of the C. P. R. show a very decided increase, 11,469 cars of imports going west against 9,549 cars last year. The number of immigrants brought through St. John was 30,025, compared with 19,912 last season. There was a slight decrease in the cattle shipments. The falling off in business is altogether due to the blockades in the West.

NOVA SCOTIA WANTS FISHERY BOARD.

Maritime Boards of Trade Will be Asked to Support Proposal—Shipping Facilities Improved—Banking Notes.

(From Our Own Correspondent.)

Halifax, May 6th.

North Sydney claims as the summer mail port of Canada will be tested, as until the Belle Isle route is open, the English mail steamers will both receive their mails and deliver them to a tender waiting outside the harbor. Two years ago a single test was made under very unsatisfactory conditions. The incoming Allan liner "Virginian" delivered her mails to the cruiser "Canada," which conveyed them to shore, and in less than 23 hours the mails were in Montreal.

By this route it is claimed that Montreal and Western Canada will receive their English mails about eight hours sooner than at present, while in the Maritime Provinces from one to two days would be saved. The first test will be made on May 10th when the Allan liner "Virginian," bound for Liverpool, will receive her mails from the Government steamer "Montcalm."

What the Legislature Has Done.

After one of the most important sessions it ever held, the Nova Scotia Legislature has been prorogued. A system of technical education, which competent authorities claim, is the best in Canada, was inaugurated. A "good roads" policy was commenced, and legislation in reference to the liquor traffic, and for the greater protection of the coal miners was introduced.

The office of Secretary of Industries and Immigration was created. His principal duty will be the securing of more immigrants for this province.

The National Rolling Mills have secured a site at Sydney, and construction will be commenced soon. The site selected is an excellent one for manufacturing purposes, and next year the company expect to be in full swing.

Nearly forty thousand immigrants have been landed at Halifax since July 1st. This is far ahead of last year's figures. In St. John, during the same time, 30,000 immigrants were landed, and only 8,000 came into Portland, Maine.

The Halifax Board of Trade have passed a resolution requesting the Canadian Government to appoint a fishery board similar to the one in Scotland. A report was presented by the Board of Trade's Fishery Committee, it will be sent to the Boards of Trade in the Maritime Provinces.

Shipping Facilities Increased.

Wonderful results have been accomplished by the Scotch fishery board. When it was organized in 1811 some ninety-nine thousand barrels of herring were cured. In 1906 over two million barrels were cured exclusive of the quantity used fresh and smoked. Twenty-five years ago lobsters were so plentiful on the Nova Scotia coast that fishermen made good wages, catching them at 50 cents per hundred. Now, with lobsters selling at \$40 a crate in Boston, the men cannot make a fair living wage.

This condition has been brought on by the wholesale destruction of small and seeded lobsters in consequence of the law not being enforced. The oyster fishery is in a worse condition.

The purchase of the Cunard property adjoining deep-water terminus, by the Railway Department, makes it certain that Halifax will have good accommodation for flour handling and trans-shipping. When the shipping trade demands it another large ocean steamer pier may be erected. There has been much agitation over the limited facilities for handling flour there, but this want is supplied now.