

ST. JOHN DISTRICT IS ACTIVE

Good Roads Organization—Harbor Improvements—Manufacturers Recognize its Facilities.

(Special correspondence.)

St. John, N.B., Feb. 5, 1913,

A provincial good roads association was recently organized at St. John, and resolution adopted urging that trunk roads of a permanent character be constructed between leading centres in the province, and that the government secure the service of a competent highway engineer. A strong delegation will present the resolutions to the legislature. Every county was represented at the convention.

Messrs. Norton Griffiths & Co. have submitted a proposition to the effect that if the St. John municipal council and the New Brunswick Government will together guarantee \$65,750 for 35 years, they will enlarge the new dry dock to 1,150 feet in length, and establish in connection with it a ship building plant, their total expenditure on the whole plant being \$7,000,000.

Messrs. Norton Griffiths' agent, who made a tour of New Brunswick last year, has notified the provincial government that he will bring twenty British families to settle on ready-made farms in the province in the spring, and if more farms are available, he will bring more families. The immigration agent of the provincial government in London anticipates a large increase in immigration this year.

Lumbering and Transportation.

One lumber exporting firm have expressed the opinion that there will be as much lumber available for export as was exported last year, as this winter's cut will be supplemented by quite large quantities held over from last year, because of the almost prohibitive rate of ocean freights. Others fear that the available quantity will be considerably less. While the British deal market has recently been higher than at any time since 1884, there has been a decline because of the heavy receipts of white wood from the Baltic. The port of Riga is usually frozen up all winter, but this year an open season has prevailed as in this province, and as a result heavy shipments have been made to British ports. Recent advices received in St. John told of the receipt of 14,000,000 feet of white wood from Riga at Manchester, causing a drop of ten shillings in the price of New Brunswick spruce. The American lumber market is fairly promising. The shipments of New Brunswick spruce and pine to Montreal and Eastern Ontario are said to have more than doubled in the last year, and this market will continue to grow. The New Brunswick shingles are shipped as far as Toronto.

There were eleven ocean steamships in St. John harbor taking cargo at one time last week. The week's exports of grain alone through the Canadian Pacific Railway and Intercolonial Railway elevators amounted to more than a million bushels. Traffic both to and from transatlantic ports is heavy, and many immigrants are expected from now until the end of the season.

The Canadian Pacific Railway is considering the establishment of a fast service between St. John and Halifax by the Bay of Fundy route. It is proposed to put a twenty-two knot steamer on the bay and shorten the journey to Halifax to six hours.

Industrial Enterprises Locating.

The city engineer of St. John estimates that it will cost half a million dollars to reclaim the area at the south end of the city, comprising nearly 45 acres, as a site for new industries. Messrs. T. McAvity & Sons have submitted to the council complete plans for an iron, brass and steel site when it is reclaimed. Messrs. Haley Bros. & Co. are prepared to erect a large wood-working plant on the same area.

The Noyes Machine Company, of Portland, Maine, manufacturers of propellers and brass specialties, will establish a factory in St. John for their European business during the winter season. The manager of the company, who was in St. John last week, said they had chosen this port because of its splendid shipping facilities, and he was surprised that more American manufacturers did not locate in St. John.

The Maritime Motor Company have commenced manufacturing and expect to have the factory in full operation in a few weeks. Its estimated output is 1,000 cars per year.

Edmonton's city commissioners are inviting tenders for 35,500 square yards of street paving, about fourteen miles cement walks and twenty miles plank sidewalks. This is only a portion of the paving and walk construction to be done this season.

Trenton, Ont., board of trade officers for 1913 were elected as follows:—Hon. President, Mr. Robert Weddell; president, Mr. Arthur E. Cuff; vice-president, Mr. B. H. Siddall; secretary, Mr. P. A. Thompson; treasurer, Mr. H. F. Whittier; council, Messrs. P. J. O'Rourke, J. Funnell, E. V. Illsley, Eben James, W. H. Matthews, Dr. Jacques, E. L. Marsh, and S. Hooley.

WESTERN PROSPECTS ARE BRIGHT

General Commercial Conditions—Transcona Shops Start Work—Medicine Hat Societies Merge.

Monetary Times Office.

Winnipeg, February 4, 1913.

The business outlook in the West is becoming brighter, the merchants are satisfied and there has been few failures in the West this season.

The financial situation is also encouraging and the reports being presented by many of the leading Winnipeg companies are satisfactory.

There is a good demand for loans in the country, but the money is limited. Financial houses are hopeful that the eastern situation will soon be such that there will be funds for legitimate purposes.

Collections are improving, although they are behind anticipations. In this connection the explanation given recently in The Monetary Times describes conditions accurately. Payments will come forward all right, even if they delayed more than the trade would wish. There is a large amount of the crop to be marketed yet, and it may be added that slightly better prices of grain are being obtained.

Anticipations Are Being Realized.

The Grand Trunk Pacific shops at Transcona are opened and have started work. Since the work on these shops was started Transcona has grown until it now has a population of 2,000 people.

The shops are large and cover a big acreage and containing one of the largest and best equipped locomotive works in either Canada or the States.

Two hundred and fifty mechanics and two hundred assistants arrived in Transcona from Rivers last week and started to work.

The Dominion Chemical Works, employing about 150 men all the year round, is located on Oxford street, and the site for the Manitoba Bridge and Iron Works is on the same street. Several other manufacturing concerns have or are locating at Transcona.

Medicine Hat After Industries.

The amalgamation of the Medicine Hat board of trade and the industrial bureau of that place was effected at the annual meeting of the board of trade. Mr. L. Y. Birnie, chairman of the industrial bureau, was unanimously elected president of the board of trade, and Mr. Arthur M. Grace, vice-president, together with a council of eight. Meantime the industrial bureau decided to accept the invitation to join with the board of trade, and recommended the selection of Mr. W. B. Wilcox, secretary of the industrial bureau for some months, as secretary of the consolidated organization.

It was decided to carry on more vigorously the work that has been done by the industrial bureau for the last year under the title of the industrial bureau of the board of trade. This work will be looked after by a large committee of leading citizens, to co-operate with the officers and council of the board of trade.

STEEL AND RADIATION COMPANY'S STRONG DIRECTORATE

The following are the directors of the Steel and Radiation Company, Toronto:—President, Sir Henry Pellatt; first vice-president, Sir John Gibson, Lieutenant-Governor of Ontario; second vice-president, F. Nicholls, general manager, Canada Foundry Company; Sir William Mackenzie, Toronto; Gordon Perry, manager National Iron Works, Toronto; Captain Reginald Pellatt, Messrs. Pellatt and Pellatt, Toronto; Grant Hugh Browne, London, England; Thomas W. Southworth, vice-president of the Deloro Mining and Reduction Company; H. H. Macrae, manager, British and Colonial Land and Securities Company, Limited, Toronto; and Samuel Trees, leather merchant, Toronto. The company's annual meeting will be held on March 3rd.

CANADIAN PACIFIC RAILWAY BUYS IN CHICAGO

The Canadian Pacific Railway, through the Central Terminal Railway Company, which is owned by the Soo, has completed purchase to date of about three blocks of real estate in Chicago, on the west side of the city, near Canal and Sixteenth Streets, representing a total investment of \$2,480,681. The property will ultimately be used for freight terminals.

In addition to this, the Canadian Pacific Railway Company, through the same agency, is purchasing land in the neighborhood of Harvard Street and West Forty-eighth Avenue, for auxiliary yards, to be used in connection with the operation of the Chicago Belt Railway Line, the facilities of which are increased.