

## BUSY NEW BRUNSWICK

### Satisfactory Conditions Prevail Throughout the Province—Many Developments Projected

(Special correspondence.)

St. John, N.B., August 1st.

Business activity in all lines prevails throughout New Brunswick. Building operations are on a larger scale than last year, not only in St. John, but in other towns in the province. The scarcity of labor is a handicap in construction work. The general crop conditions have been much improved during the past few weeks. A period of hot and dry weather succeeded the cold season of early June, and has in turn been followed by copious rains. The crops should turn out somewhat better than was anticipated. Prices of all kinds of farmer's produce, including meats, are high. The early vegetables are on the market, nearly two weeks later than usual. There is still an active demand for lumber in the American market, and coastwise freights are high, so that both the lumbermen and owners of schooners derive benefit. The British lumber market continues dull with freights high.

#### Development of Industries and Resources.

Three Toronto engineers are making surveys in the oil shale region of Albert County, and Premier Flemming stated in a speech a few days ago that Sir William Mackenzie while in England would secure capital to develop this property, and that a plant to cost \$2,000,000 would be erected, giving employment to 1,400 men. Premier Flemming announces that he expects to see the enormous water power of Grand Falls harnessed within two years, and within three years a large paper mill in operation there. He also expresses confidence that pulp and paper mills will be established at Bathurst in Gloucester County. The premier further hopes by means of the government's ready-made-farm scheme to get many farms developed.

With regard to new industries, Mr. F. H. Anson of the Ogilvie Milling Company, has been appointed manager of the Atlantic Sugar Refineries, Limited, which is ready to erect a refinery at St. John as soon as arrangements are made regarding the site. Mr. Anson interviewed the city council, and the city council held a conference with Hon. Messrs. White and Reid, who promised to lay the matter at once before their colleagues in Ottawa, and it is hoped arrangements will soon be completed to begin the erection of a refinery. Another very important industry is that of the Canadian Sardine Company, which is erecting a small town at Chamcook, near St. Andrews, and it proposes to bring out in August 120 girls from Norway to work in the sardine factory, putting up the fish in pure olive oil.

#### St. John's Growing Period.

The main feature of the "Back to New Brunswick Week" at St. John was the formal opening of the great harbor works at Courtenay Bay. Work had already been in progress for some time on the breakwater, but Hon. W. T. White, finance minister, in presence of Hon. J. D. Reid, Lieutenant-Governor Wood, Hon. William Pugsley, George W. Fowler, M.P., Premier Flemming, members of the legislature and city council and assembled citizens, touched the electric button which set off the first blast on the site of the dry dock, which will be one of the largest in the world. Mr. White predicted great growth for St. John, and described it as a port in the development of which all Canada was interested, expressing his conviction that the great terminal works could not be provided too rapidly to meet the demands of the ever growing traffic to and from the rapidly expanding West.

The Maritime Nail Company, Limited, have built a new wharf in the rear of their plant and will build a two story addition to the factory. The Union Foundry and Machine Company, of West St. John, have greatly enlarged their foundry and machine shop and are building a new machine shop. The International Railway, which runs across the province from Campbellton to the Maine border, is of great benefit to the lumber operators and has resulted in an increase of population and settlement along the line.

The exports from St. John to the United States during the last three months were valued at \$695,000, an increase of \$50,000 over the like period last year. The work of constructing the railway from Fredericton to the Queen's County coal fields is progressing rapidly, rail laying has begun, and it is expected that the Canadian Pacific will be hauling coal from the mines over this branch before the end of November. —W.E.A.

## FUEL OIL FOR SHIPPING

### May Enter Canada Duty Free—Growing Use of Oil in Navigation

Officials of oil companies have learned that the Canadian Customs Department will probably decide to admit fuel oil for shipping use free of duty to Canada. Since July 12, when a tank steamer with a cargo of fuel oil for shipping use reached Vancouver from San Francisco, and a duty of 2½c. a gallon was demanded, the companies engaged in the fuel oil trade have been awaiting a decision by the Minister of Customs on an appeal taken as a result of this duty. Many of the trans-Pacific steamers of the Canadian Pacific and Grand Trunk railroads use fuel oil, and the imposition of such a duty would mean a doubling in the price of the product of these and other companies operating oil-burning ships.

Within the last seven years, according to oil authorities, practically all the local steamers at Vancouver and on Puget Sound have been converted into oil burners, while to-day a large majority of the larger off-shore liners are burning fuel oil. The saving in space and operating expenses has appealed to owners, and with the improvement in atomizing the fuel, its use has become much more satisfactory. Many manufacturing plants also have discarded coal for oil, and this ever-growing market has brought the importations of oil to Vancouver and vicinity to unexpected proportions.

#### Oil Burning Engines.

Hon. Winston Churchill, the First Lord of the British Admiralty, recently announced that an investigation into oil fuel would be made. Oil burning engines are going to play an important part in many of the new crafts that are now being built and those in contemplation in the principal shipyards of the United States and England. According to a well-informed marine builder, there are no less than 242 steamers fitted for burning liquid fuel, the largest being the Toyo Kisen Kaisha liner's Tenyo Maru and Chiyo Maru of 13,454 tons gross and 13,431 tons gross respectively. In this connection it is of interest to note that the new Cunard liner Aquitania of 50,000 tons gross in the course of construction on the Clyde is to be similarly equipped, while the White Star boat of 18,000 tons which is now being built at Belfast for the Cape-Australian routes, and which is to be named the Ceramic is also to use oil. Quite a large number of the oil burners are now employed in the Pacific, two of them the Ventura and Sonoma recently inaugurated a service for the Ocean Steamship Company between San Francisco and Sydney, New South Wales. Another line of steamers burning oil fuel, the Crown Line, will soon be running between Pacific Coast ports and Australia.

#### Substitute for Coal.

The Colonial Transportation Company of Mexico is equipping its barges with oil engines and the use of oil for fuel promises to supersede other fuel upon nearly all the river and coastwise vessels on the east coast of Mexico. There is also an increased demand for crude oil for fuel by manufacturing plants in various parts of Canada and the United States.

Since the British coal strike in the early part of this year many of the large users of coal, including the railways, steamship companies and municipal corporations, have been considering more seriously than ever before the adoption of a substitute fuel. There has been an unprecedented demand for oil engines to replace or supplement steam engines. It is stated that the British towns of Barking, Reigate, Leatherhead, Fareham, Bude, Letchworth, Aldershot, Cosham, Chichester, Aberystwyth, Birmingham, Bath, Swadlincote, St. Albans, Leek, Hindhead, Rothesay, Oxford, Wakefield, Saltburn, Sheerness, Guildford, Bangor, Bridgewater and Liverpool will soon be partially or wholly independent of coal for their electrical supply.

#### Independent of Coal and Steam.

Many municipal water works are also being made independent of coal and steam power. It is claimed by motor makers that many English firms are, as a result of the late strike, seriously considering the advantages of motor transport. Commercial travellers are using motor-cycles in increasing numbers when calling upon their customers, as they can travel, it is stated, a hundred miles upon a gallon of petrol (gasoline) and carry their samples, unless they are of great bulk, be entirely independent of the railways and be able to call upon a greater number of people than they possibly could if restricted to steam travel.

The Metals Chemical, Limited, capitalized at \$1,000,000, has purchased the unused building of the Electric Steel Company at Hamilton, and will erect a plant that will employ one hundred men.

Owing to heavy demand on Canadian Pacific Railway cars occasioned by the record immigration to Western Canada this year, the Calgary board of trade was unable to hold its proposed excursion.