

route, but the decision has now been reached that the line will run through Liverpool following the shore and crossing the river Mersey at the town. It is confidently expected that the entire road will be open for traffic this year.

The blooming mill at the Sydney Steel Works has been closed for a week or ten days by an accident to a cylinder in the main engine. The bricklayers at Sydney, employed by the Dominion Iron and Steel Company, who created a sort of strike three weeks ago by demanding 45 cents an hour, have been given an increase of from 38 to 40 cents. The advance was voluntary on the part of the company.

W. H. McBeth, contractor, of Sydney, who left that city and was reported to be in financial difficulties, has returned, contrary to the expectations of some of his creditors, who had taken action against him, and he now threatens to sue them for damages.

The Government of Nova Scotia is issuing a pamphlet on the resources of the Province for distribution both at home and abroad. The article on "Nova Scotia as a Manufacturing Field," has been given to the press in advance, and illustrates strikingly the great possibilities of this Province. An alphabetical list of items consumed, but not manufactured in the Province, is appended. It shows in a concise way the things we should make here but do not make. This pamphlet would be extremely serviceable to manufacturers or capitalists.

The Halifax Tram Company is double-tracking its line on Spring Garden Road. The receipts of the company which fell off so much during the winter, have not yet assumed normal proportions, and weekly decreases are still announced. The earnings, for the week ending May 7th, were \$2,372.22, a decrease of \$222.82, compared with the same week last year. The comparative total receipts for the railway and lighting departments for April, this year and last, were:

|                   | 1905.              | 1904.              | Decrease.         |
|-------------------|--------------------|--------------------|-------------------|
| R. R. Dept. ....  | \$10,515 93        | \$11,144 71        | \$658 78          |
| E. Lt. Dept. .... | 11,963 81          | 12,115 71          | 151 90            |
| Gas Dept. ....    | 4,061 55           | 4,590 60           | 529 05            |
|                   | <u>\$26,541 29</u> | <u>\$27,851 02</u> | <u>\$1,309 73</u> |

The reports from the Lunenburg "bankers," up to date, are not very satisfactory, and it seems the spring catch of fish will not be very large. Ice, bad weather, and dogfish are all militating against a large trip. Some vessels, however, have done very well.

The Board of Trade has been discussing terminal facilities here, and in conjunction with the City Council have telegraphed to the Minister of Railways asking that immediate steps be taken to provide increased yard room, double track the line from Deep Water to Richmond, and construct flour sheds and warehouses.

Halifax, 15th May.

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#### MONTREAL LETTER.

General trade, whilst not as active as many of our large wholesale houses expected to find it, continues fair for the season. There have been quite a few small failures, and applications for compromises and extensions have been received during the past week. Remittances are still somewhat disappointing, a number of renewals having been asked for. There has been quite a demand for call money, which has been put out at 4 to 4½ per cent., several large blocks having been placed during the past few days at the outside figure.

By a vote of twenty to fifteen, the Montreal City Council on Monday last reaffirmed the resolution of a week ago to grant the Montreal Gas Company an extension of their contract for fifteen years from the expiration of the existing contract, which has five years yet to run. The decision has caused the greatest stir in municipal circles known in recent years. Mayor Laporte, whose veto was overruled by the majority, expressed himself as astonished at the result, and it does seem somewhat inexplicable that, despite the legal aspect of the case, which shows that a by-law should be passed before any extension of contract or extension of franchise could be made with the Gas Company, the majority should decide to make an offer to the company upon a mere resolution

of Council. What will be the ultimate result of this action of the majority in the City Council is difficult to say. It certainly puts the Mayor in a very trying position, to have his decision and vetoes overruled in such a manner, and a definite pronouncement from His Worship as to his future policy is awaited with interest.

A special general meeting of shareholders of the Bank of Montreal was held on Tuesday, the 16th inst., to consider an agreement for the purchase by the Bank of Montreal of the assets of the People's Bank of Halifax. Sir George A. Drummond, vice-president, occupied the chair. Mr. Aird, the secretary, read the notice convening the special general meeting, after which the vice-president produced and laid upon the table the draft agreement for the purchase of the assets of the People's Bank of Halifax, which was read to the meeting. The vice-president, then moved, seconded by Mr. A. T. Paterson, the adoption of the draft of agreement of purchase. This was carried unanimously and the meeting adjourned.

A serious fire, resulting in a loss of upwards of thirty thousand dollars, broke out in the Mercer block on Notre Dame St., in this city, occupied by P. E. Bourassa & Son, furniture factory; A. Gladu, restaurant and a boarding-house. The factory, which stood in the rear of the block, was almost totally wiped out. The almost tragic utterance of Mr. Bourassa, when he saw the flames issuing from his premises, are worth repeating from the fact of their terrible significance: "My God, thirty thousand dollars and twenty years' work going up in smoke, and not a cent of insurance." The factory contained a valuable stock, which included rare wood from South Africa. Besides household furniture, he manufactured bar and store fixtures.

Montreal, May 17th, 1905.

"MOUNT ROYAL."

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#### OUR SAINT JOHN LETTER.

Death has claimed two of the most prominent citizens of St. John within the past few days. These were Samuel Hayward, head of the S. Hayward Company, wholesale hardware merchants, and George McLeod, retired lumber king. Mr. Hayward succumbed to cancer, after an unsuccessful operation in Montreal. He was a native of the Province, and in his youth went to California for his health. He spent two or three years prospecting and mining and it has always been understood returned strengthened in body and with his pockets well filled. Wise management of his business interests greatly increased Mr. Hayward's wealth, and he is believed to have left a large fortune. He had travelled extensively in foreign lands, was well informed, a keen sportsman and a general favorite. Mr. McLeod's death has already been briefly referred to. He was one of the brainiest men this Province has produced, took a keen interest in politics, and was a debater of the first rank without a superior in this section, and perhaps in the whole of Canada, for these Maritime Provinces think they supply a very fair share of the debating power of the country. Mr. McLeod's earlier years were lived in Kent County, where were his milling interests, but his later life was spent in St. John. He was one of those speakers, rare in any country, who can deal with financial questions and present his facts and figures so that they are interesting and hold the attention. The city is poorer because of the death of these two citizens.

Mr. J. N. Sutherland, of the C.P.R., has just prepared his report of the export and import business through St. John in the winter port steamers. The figures show that the exports were not as great as in 1903-1904 by 34,071 tons, but this is entirely due to the falling off in the grain shipments. In general merchandise there was a greater business than ever before. The total outward tonnage was 209,608, of the value of \$15,000,000. The inward business shows a tonnage increase over the previous winter of 2,452 tons. The package business outward, and this is the profitable business so far as the steamship companies are concerned, was 7,250 tons greater than in 1904. Generally, the trade was good and the belief is that it was profitable to the railroad and steamship companies interested.

The outlook to-day is that one additional berth for the winter port steamers will be ready by next winter. Hon. Mr. Hyman has given his consent to the Government dredging the