

## A LIVELY NOVA SCOTIA TOWN.

Our readers have often heard of Amherst, Nova Scotia, situated in the very heart of the Maritime Provinces, on the isthmus which divides the Northumberland Strait from the Bay of Fundy. Its leading industries are already known over Canada, such as woollens, boots and shoes, car building, engine building, and now we hear of the incorporation of the fur dealing and manufacturing firm of Dunlap, Cooke & Co. into a limited company, with a capital of \$250,000. This adds another to the long list of successful industries started in Amherst. The new company has, we are told, a flourishing branch in Boston, as well as in several Canadian cities. None of the stock is offered for sale at present. Amherst is not a large place—only some 7,000 people in it, but they are mostly the right kind of people. The names of concerns like the Rhodes, Curry Company, the Robb Engineering Company, the Amherst Boot and Shoe Company, the Hewson Woolen Mills, and other industrial concerns, all extremely successful, have made it a synonym in the Maritime Provinces for push and enterprise. All the concerns are doing business all over America.



## OUR HALIFAX LETTER.

Representative postmasters from all over Nova Scotia met here recently and organized The Nova Scotia Postmasters' Association, the object being to bring about such changes as will enable the average postmaster to work under better conditions and render more efficient and satisfactory service. This movement began in Manitoba three years ago, and similar associations exist in Manitoba, Ontario, Quebec and New Brunswick.

A resolution was recently passed in the City Council to make a change in the system of assessment in banks. It is proposed to substitute a new law somewhat similar to that recently agreed on between the banks and the city of St. John, N.B., whereby the banks pay a percentage on the amount of business transacted. Recent changes and absorptions of banks here have involved large losses to the revenue of the city. When the present assessment law was made nearly all the banks in the city had their head offices here, but since the recent changes the majority of these now pay taxes only as branches. Of the many banks started in this Province the only one remaining a Provincial institution is the Union Bank of Halifax.

Municipal ownership is strongly before the public in Halifax at present. The franchise under which the city's gas lighting is supplied expires this year and the service furnished by the Halifax Electric Tramway Company has been so unsatisfactory that there is a persistent demand, strongly supported by the most influential section of the press, for a new arrangement. Some time ago a special committee was appointed by the City Council to look into the matter; to compare our rates and service with those elsewhere, and report on the advisability of the city installing a plant to do its own lighting and generating of heat and power. They have instructed the city electrician to prepare estimates of the cost of supplying light for the streets and other civic purposes. They also recommend that a bill be submitted to the Legislature asking permission for the city to do commercial lighting power and heating. In the event of this being refused measures will be taken to purchase (by arbitration) the franchise now held by the Tram Company for lighting, power, and heating in the city.

A somewhat peculiar case came up before Judge Meagher last week in which the municipality is concerned. At the time of the meeting in Winnipeg last summer of the Union of Canadian Municipalities, the mayor and city engineer attended and their expenses were paid out of the city funds, naturally. Mr. R. I. Hart, who is in some respects a somewhat remarkable though perfectly reputable citizen, with a great propensity for setting things right, brought suit for the amount expended, \$345.40, "no authority being expressed or implied in the city charter authorizing the payment, etc." Judgment has been reserved by Justice

Meagher; but opinions have been expressed pretty freely by citizens who dislike to see the name of the city brought into a suit of this kind.

The bait-freezer at Lunenburg, formerly mentioned, is now in operation, and the Atlantic Fish Company already have orders for half a million pounds from the Lunenburg fishing fleet. The freezer has a capacity of 250,000 pounds. At the company's branch in La Have is another freezer of 90,000 pounds capacity. This will be of immense advantage to the Lunenburg fleet. The long delays of the past will be avoided. The company have driers capable of spreading 250 quintals of fish, and will purchase green fish from the fishermen for cash at a good price. The schooners are getting ready for the spring trip to the Newfoundland banks, indeed, some of them have already cleared.

The last of the Imperial troops departed from the Citadel last week, being a body of 150 engineers, who had been here since the general migration some months ago. The Canadian troops are getting well into harness now and everything is going on as though Canada had always been "running her own show."

Messrs. J. C. Mackintosh & Company, the local bond dealers and bankers, have opened a branch in St. John.

Premier Murray has announced that the local Government will make known their policy with regard to prohibition and temperance legislation during the coming session.

Halifax, N.S., 12th March, 1906.



## MONTREAL AS A MANUFACTURING CENTRE.

In no better way can the expansion of Montreal and its probably still quicker expansion in the future be realized than by a survey of the intentions of its great transportation and power and lighting corporations. A short while ago the Street Railway Company of that city announced big things in the way of extensions and improvements. Now the Montreal Light, Heat and Power Company stated that it will, during the next three years, expend something like \$5,000,000 in similar work. Among the improvements contemplated will be the construction of a new power house at Montreal to develop their water power situated on the Soulanges Canal, near the Cedar Rapids. The new power plant will generate power for transmission to Montreal, and the entire output will be absorbed by the Light, Heat and Power Company. The capacity of this development will be 12,000 K. W., normal rating, and all apparatus will have a large margin of overload capacity. It is expected that this power will be ready for delivery in this city by October next, and its addition to the Light, Heat and Power Company's source of power supply will make the company's system the most reliable on this continent.

The general plans for the reorganization of the Light, Heat and Power Company's system, which are being carried out, contemplate interconnecting all steam and water power plants by means of underground cables at 12,000 volts pressure, so that the failure of the power supply from any one of the six sources would not cause an interruption to the company's service.

An extensive and powerful plant is intended to be constructed at Buisson Point, as it is the intention of the company to develop at this point to the fullest extent. The cost of these two plants is estimated at \$4,000,000.



## DOMINION COAL COMPANY.

At the annual meeting of the Dominion Coal Company held in Montreal the other day, some further particulars were given as to the company's position and prospects in addition to those published in the annual report, which was referred to two weeks ago. Mr. F. L. Wanklyn, who presided, made the statement that the directors had hopes of being in a position to pay a dividend on common stock at the end of the next twelve months. Reference was made to the ninety-nine years' contract with the Iron Steel Company