



ST. JOHN

N.B. CANADA

AS A MANUFACTURING AND
COMMERCIAL CENTRE

ISSUED BY THE ST. JOHN BOARD OF TRADE

Anyone interested is invited to write to the Secretary of the Board of Trade, St. John, who will gladly answer questions and supply any further information required.

ST. JOHN, N. B.

The Chief Industrial Centre of Eastern Canada.

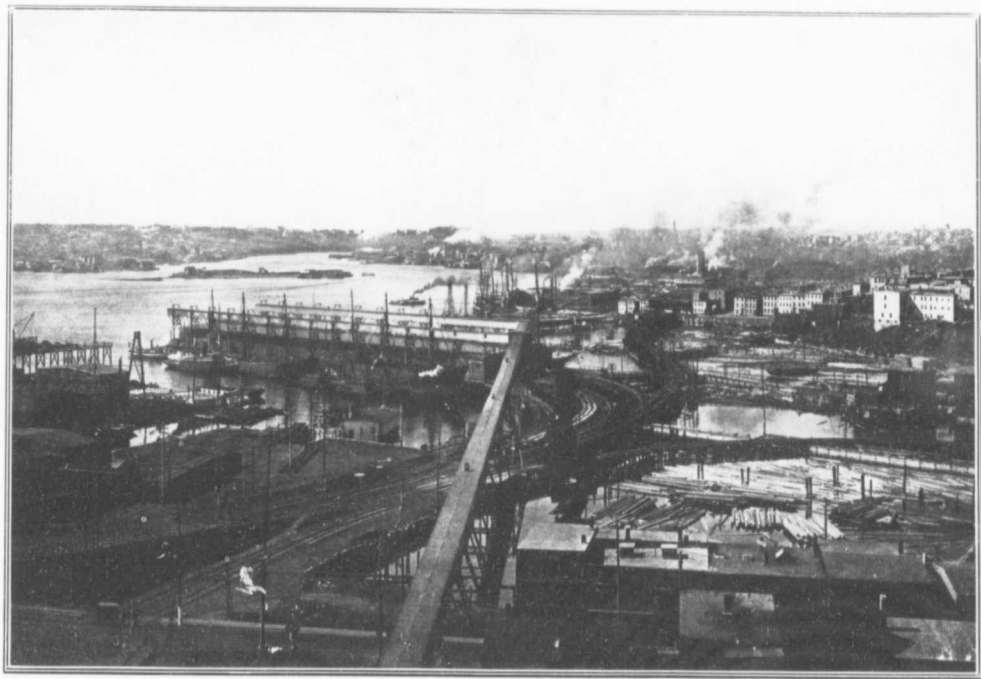
- ☞ A Seaport and Manufacturing City at the mouth of a river over five hundred miles long, and on the route of the Great Imperial Highway to the Orient.
 - ☞ The Atlantic Terminus of the Canadian Pacific Railway: one of the Atlantic Termini of the Intercolonial Railway: will be one of the Termini of the Grand Trunk Pacific Railway now under construction across the Continent.
 - ☞ Possesses Exceptional Advantages in location, climate and means of distribution as a centre for the development of great manufacturing industries.
 - ☞ Chief Commercial City, and the Industrial Centre of Maritime Provinces.
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Capital Invested in Saint John is Safe and Profitable.

FOREWORD



THE purpose of this book, which is issued by the Board of Trade of the City of Saint John, N. B., Canada, is to set forth tersely, but clearly, the exceptional advantages possessed by the City as a centre for the establishment of manufacturing industries and the development of commerce. ¶ The statements herein made are authoritative, and the illustrations which accompany them will convey to the mind a clear impression of what Saint John is, and what it may become as a seaport — the chief Winter port of Canada; and of what it is and may become as a centre of industrial activity. ¶ The market of Canada itself is ever-growing. Saint John factories are now shipping goods in very large quantities to every part of the far west into which immigrants are pouring in thousands month by month, and the needs of which are increasing with the growth of population. ¶ The reader will be convinced of the admirable location of Saint John; its great facilities for receiving raw materials and distributing the manufactured product; its climatic advantages for securing the most productive labor; the safety of capital invested; and the certainty that, as Canada grows in population and in wealth, Saint John must rise to a foremost position among the cities of the Dominion.



Showing St. John River entering Head of Harbor.

A National Port



ST. JOHN has spent upwards of a million dollars in providing terminal facilities on the harbour front, and has a number of additional steamship berths now under construction.

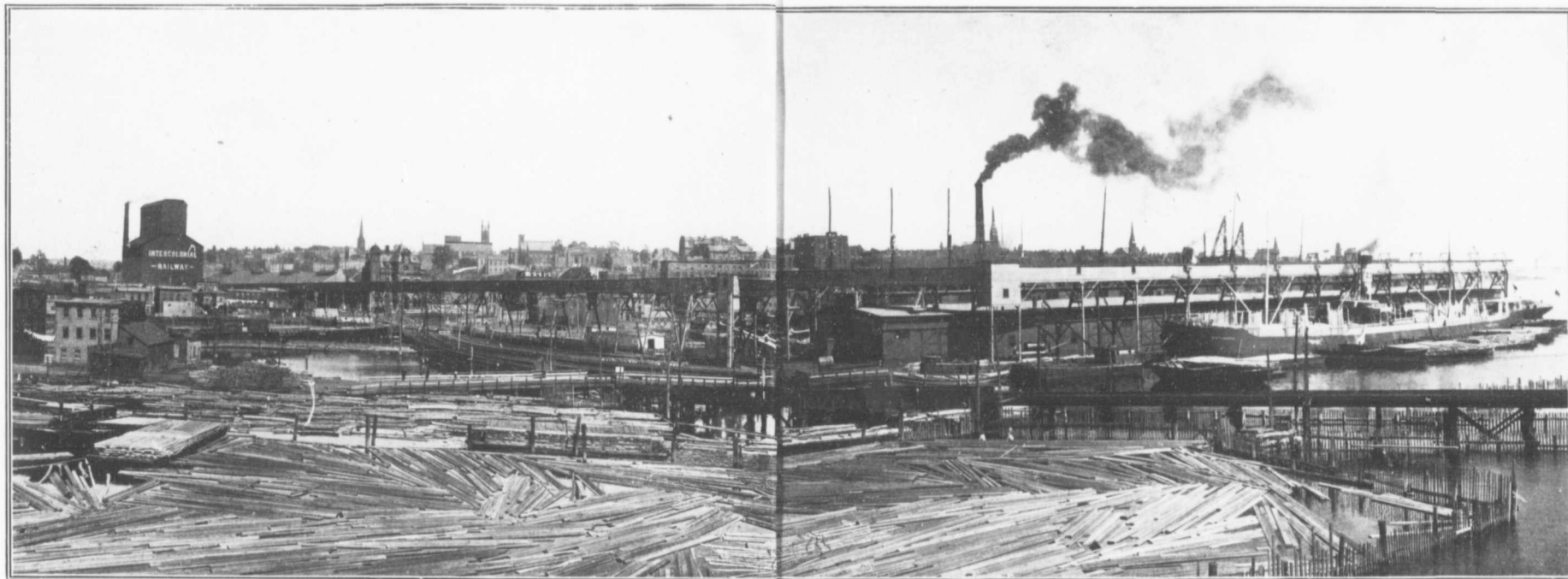
Such great vessels as the Canadian Pacific Empress steamships, and the new turbine steamships of the Allan Line, find ample accommodation at existing wharves.

The Canadian Transportation Commission, which reported to the Government in 1905, after a tour of enquiry, strongly recommended that St. John be made a national port, and negotiations to that end are now in progress.

In the meantime, the declared purpose of the administration is to aid in all essential work in the harbour, to serve the needs of the rapidly growing export and import trade; and to this end it is now carrying on very extensive dredging operations.



Looking Down St. John Harbor.



Showing Intercolonial Railway Elevator and the Grain

Conveyors to the wharves, with timber pond in foreground.

Steamship Services



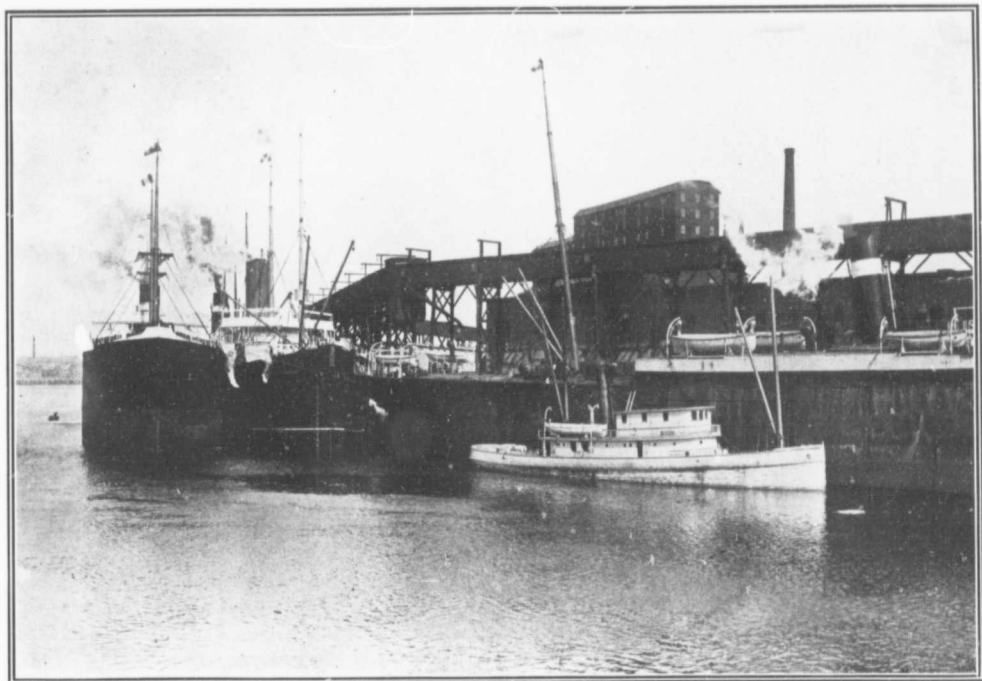
DURING the period, November until April, when the St. Lawrence River is closed to navigation, regular lines of steamers run between St. John and Liverpool, Glasgow, London, Manchester, Bristol, Dublin, Belfast, Antwerp and South Africa. There are regular sailings throughout the year between St. John and London, Glasgow and the West Indies, while all through the summer and autumn a fleet of tramp steamers are engaged in the deal trade from St. John to British and continental ports.

The Eastern Steamship Company afford an exceptionally fine service between St. John, Boston and intermediate ports. In summer this is a very popular tourist route, having close connections with New York and other large American centres.

A swift daily steamer service connects St. John with Digby, on the opposite side of the Bay of Fundy, and with the railway system of Nova Scotia.

There is a special fruit steamer service in winter between St. John and Jamaica.

A fleet of small steamers plies between St. John and Bay of Fundy ports, and there is an excellent weekly service to ports on the south shore of Nova Scotia, as far as Halifax.



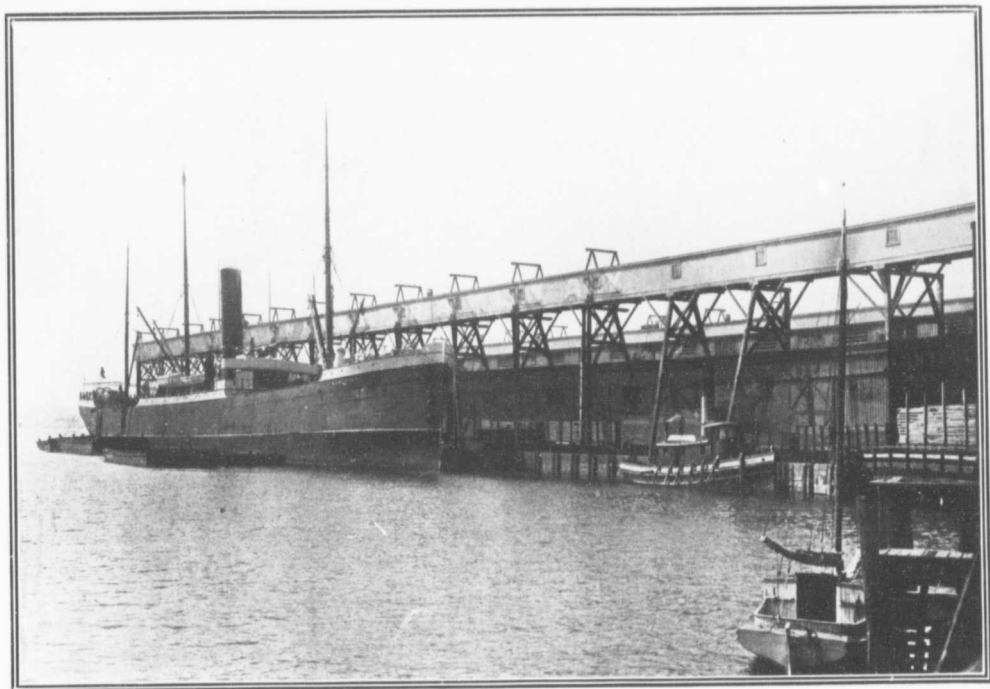
Steamships at West St. John Wharves.

A Trade Centre

BY virtue of location, St. John is the natural distributing centre for the trade of the Maritime Provinces of Canada. Its wholesale merchants ship goods to every part of New Brunswick, Nova Scotia, Prince Edward Island and a portion of the Province of Quebec; while many of the manufacturers send their products to Ontario, Manitoba and all points West.

Thus an industry located in St. John has a good market close at hand, and is also able to compete successfully for trade in the west. The City has, in the facility with which it may gather raw materials from all directions at a minimum cost, a notable advantage to counteract any slight difference there may be in through rates of freight to distant points.

St. John has so many avenues of communication by rail and water, and has such exceptional facilities for communication with the markets of the United Kingdom, that its wholesale business establishments and manufacturers are steadily expanding their trade and territory.



Intercolonial Railway Pier at Head of St. John Harbor.

Shipping Record

The following statement shows the number of arrivals and clearances of ocean going and coastwise vessels at the port of St. John during the fiscal year ending June 30th. 1906;—

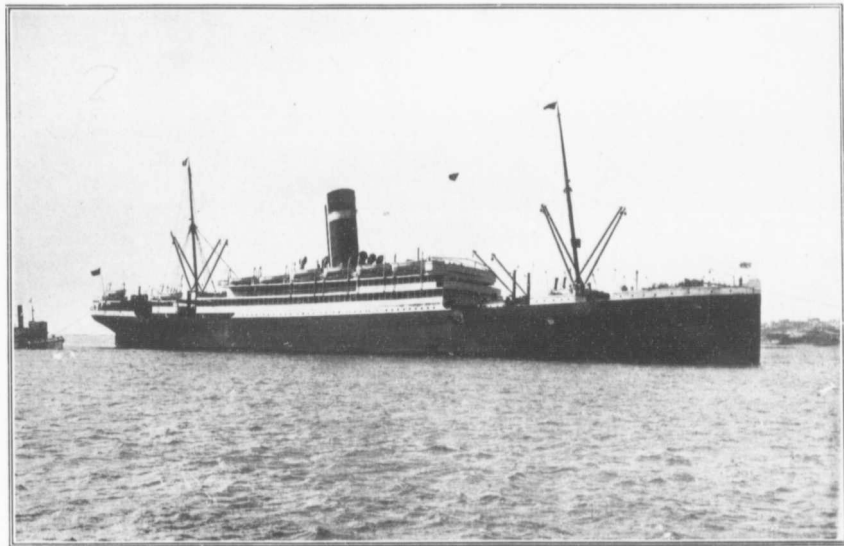
	NUMBER	TONNAGE
Inward	1454	944,178
Outward	1332	676,632
Aggregate . . .	2786	1,620,810

In Coastwise Trade

Inward, steamers	861	271,299
" sail	1542	140,436
Total	2403	411,735
Outward steamers	997	546,913
" sail	1654	138,310
Aggregate	2651	685,123
Grand aggregate		
Ocean and coastwise	7,840	2,717,668

This shipping includes regular lines of steamers to Transatlantic, West India, South African and United States ports; tramp steamers in the deal trade, large sailing vessels in the lumber trade, and steamers and schooners in the coasting trade, and the fisheries.

The value of these varied services in gathering raw materials and distributing products is so obvious as to need no argument to make it clear to the observant mind.



Allan Line Turbine S.S. Virginian in St. John Harbor.

A Railway Centre



SAIN'T JOHN is the Atlantic terminus of the Canadian Pacific Railway, which brings to its wharves in winter not only the products of the great Canadian West, but much from Chicago, Kansas City, St. Louis, and other centres in that portion of the United States with which its western lines connect.

St. John is one of the Atlantic ports of the Intercolonial Railway, which at Montreal connects with the whole Grand Trunk system, through Canada and the United States. This line also brings western products to St. John wharves in winter.

The Grand Trunk Pacific, the great new transcontinental railway, will make St. John one of its Atlantic termini, and develop a large trade through the port.

The Canadian Northern is now surveying a route through New Brunswick with the view of making St. John a terminus for its transcontinental line.

There is still another route, by way of the Canadian Pacific and Temiscouata railways, connecting St. John with the Province of Quebec, chiefly of value for local trade.

The New Brunswick Southern Railway traverses the southern shore from St. John to the Maine border, whence an American line extends westward through New England; and it is anticipated that this will eventually be made another great through route.

—Branch railways intersect New Brunswick in all directions.



Intercolonial Railway Depot and Elevator.

Cheap Power

NO other City in Eastern Canada has as many convenient sources of coal supply as St. John. Some sixty-seven miles away, with both rail and water transportation, are the Queens Co., N. B., mines which are of large extent, affording an easily mined soft coal of great value for industrial uses.

On the other side of the Bay of Fundy are the Springhill and Joggins mines, from which coal is brought in specially constructed barges and also in schooners and by rail.

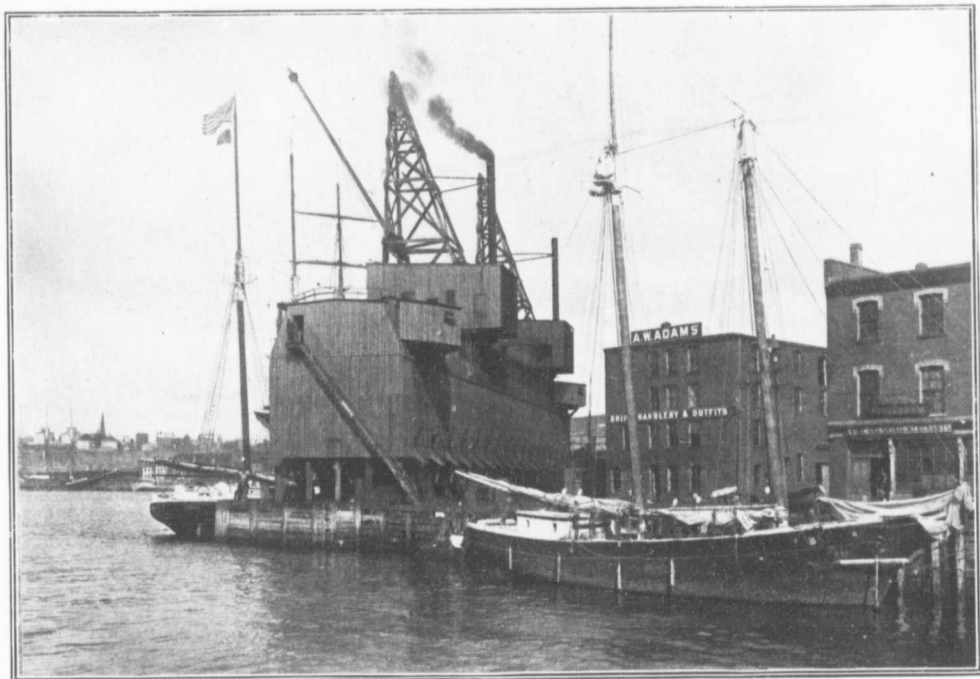
Coal from the mines of the Dominion Coal Company is brought by steamers specially engaged in this service, and is discharged by the most modern devices into large coal pockets on the Harbour front. Other Cape Breton mines and the Pictou mines also ship coal to St. John.

Vessels which carry lumber to United States ports bring back cargoes of anthracite coal at low rates.

The steamships in the trade between St. John and Glasgow bring out large quantities of Scotch coals, which are excellent and cheap.

It is claimed by persons interested in manufacturing that it would be possible to establish a large plant at the Queens Co., N.B., mines and transmit very cheap electrical power to St. John.

The Grand Falls Power Co. assert that they will be able to transmit cheap power to St. John in the near future.



Dominion Coal Co's Receiving Depot, St. John Harbor.

The Pulp Industry



SAIN'T JOHN, situated at the mouth of the St. John river, down which from 130,000,000 to 150,000,000 feet of logs are floated every year to feed the twelve large sawmills in the city and suburbs, is especially well adapted to become a centre of the pulp and paper industry.

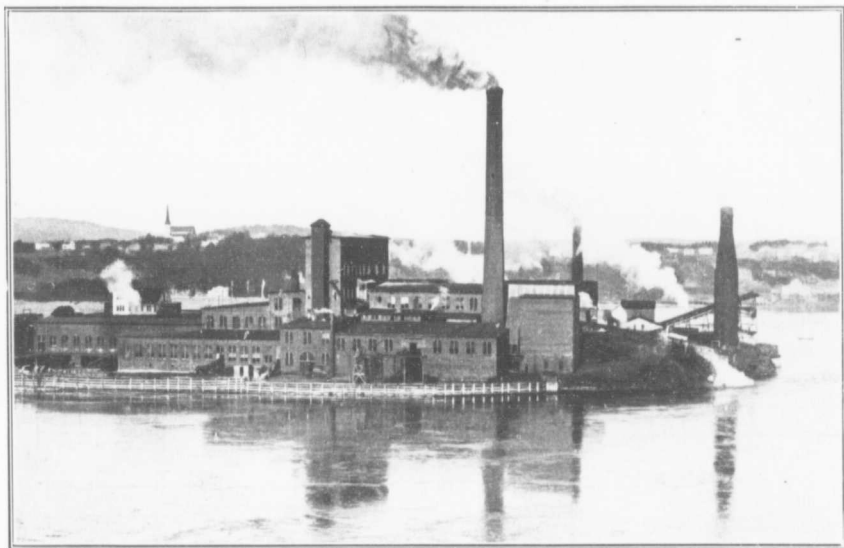
The vast spruce timber areas of the province of New Brunswick form one of its greatest assets. The pulp industry has already shown considerable development.

Besides the mill at St. John there is another at Mispic, some ten miles up the Bay shore, another at St. George, which is down the Bay in the adjoining county of Charlotte, and two at Chatham on the Miramichi river, in the northern part of the province.

There are exceptional facilities at St. John for securing all the raw materials required, as well as for shipping the products to the markets of Great Britain and the United States.

The great limestone quarries within the city limits are valuable in connection with this industry.

There are as yet no paper mills in the province, although this industry has attracted the attention of capitalists, in connection with the manufacture of pulp, and must ere long be developed.



Ed. Partington Pulp and Paper Company's Mill.

The Lumber Trade



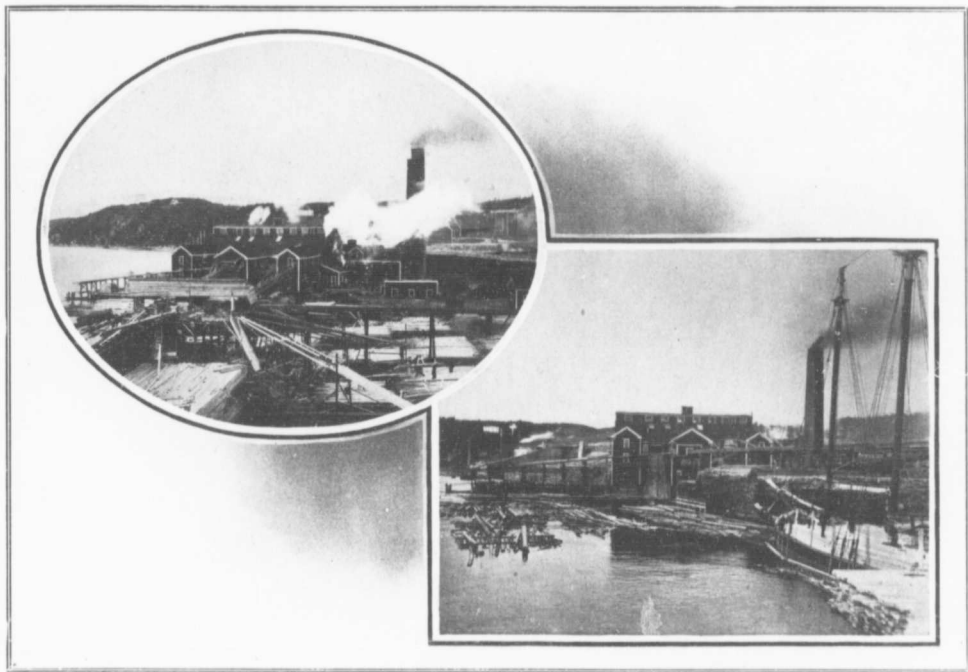
THE annual export of lumber from St. John is close to 300,000,000 feet. For example in 1906 the export to trans-atlantic ports alone was 191,579,485 superficial feet; and there is also a very large trade with the United States, a fleet of schooners being engaged in this trade throughout the year. Indeed, lumber is shipped from St. John to the United Kingdom and Continent, United States, Australia, Africa, South America and the West Indies.

There are twelve large saw-mills at St. John. Some are operated throughout the year. Enormous quantities of logs come down the St. John river to these mills, and lumber from points up the river is brought in scows to St. John for export, while large quantities are also brought in by rail from inland mills or by schooners from mills on the Bay shore.

One of the great advantages of St. John is that steamships taking other merchandise may always secure some lumber as part cargo.

Most of the lumber is spruce, although there is some cedar, pine, hemlock and birch.

There are great opportunities for the development of factories to produce more finished material than the ordinary deals, scantling and boards of present commerce.



Stetson, Cutler & Co's Lumber Mills at St. John.

Lime Quarries

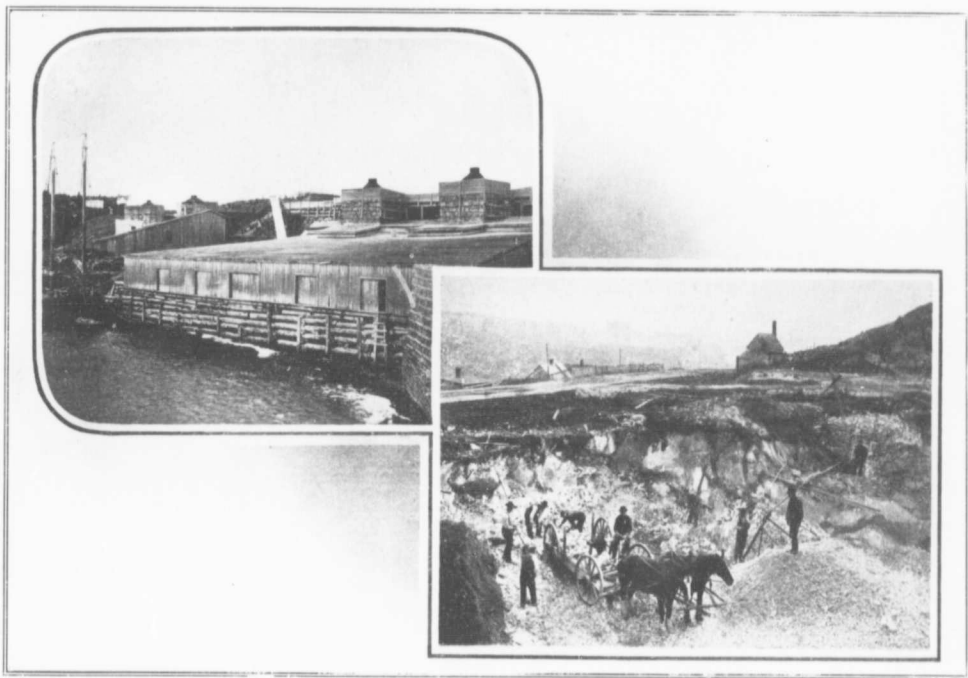


ONE of the great natural resources of St. John is limestone, which is even quarried within the City limits. There are enormous beds in the suburbs, easily quarried, inexhaustible, situated both inland and in bold cliffs on the river, and of the highest quality. Some years ago, until it was shut out by a high tariff, lime was shipped from St. John to the United States in very large quantities.

A number of the great sawmills have limekilns close at hand, on the river. The limestone is quarried out of the cliffs immediately behind the kilns, the refuse of the sawmills is utilised to feed the fires, the barrels are made in the mills, and the finished product is shipped from the wharf in front of the kilns.

The importance of this industry in connection with the development of certain other great manufacturing enterprises is well known. Nowhere in America are there better facilities for producing lime in enormous quantities at reasonable cost.

Recent investigations have indicated the presence near St. John of the raw materials required for the manufacture of cement, of which lime is one of the important materials. As the demand for cement is growing rapidly this industry may afford an opportunity for profitable investment.

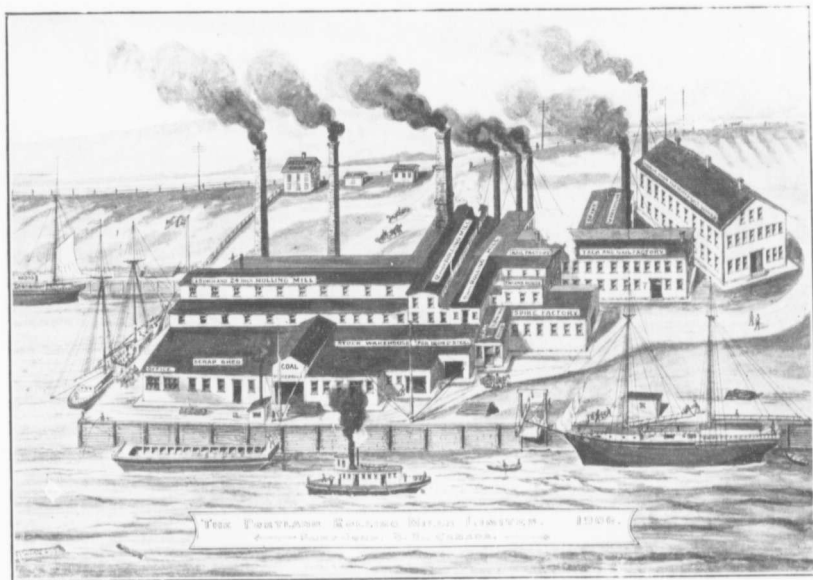


Lime Kilns and Quarries at Saint John.

The Iron Industry



THERE are in St. John a number of very flourishing industries associated with the iron trade. They are located near the water front, and thus have exceptional facilities for securing raw materials and their coal supply. There are rolling mills, foundries, engine and boiler works, edge-tool works, nail factories, saw works, brass-works and minor industries, all flourishing and all capable of expansion with enlarged capital. The products of some of these factories go to the United Kingdom, Australia, South Africa and in face of a high duty to the United States. Of course the great market is in Canada, and in these as in all other lines it is a rapidly growing market. The same climatic advantages, the same advantage of skilled labor, and the same facilities for distribution make St. John a most desirable location for iron works and kindred industries. Steel shipbuilding will some day be a St. John industry.

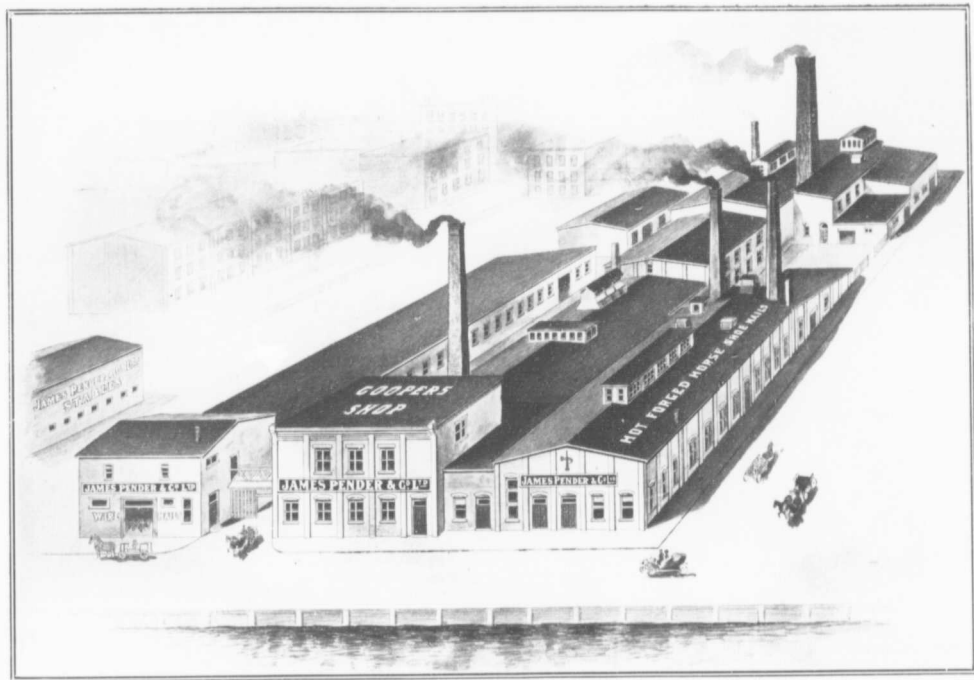


The Portland Rolling Mills at St. John.

Trade of Saint John



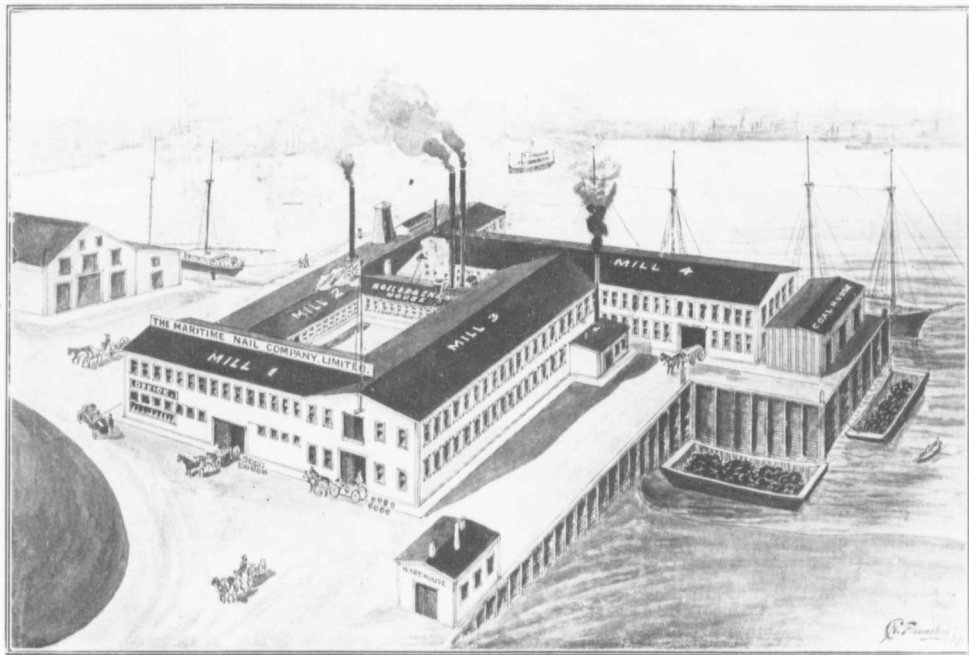
THE total export and import trade of St. John is between \$35,000,000 and \$40,000,000 annually, and is rapidly increasing. For example, in the winter of 1905-06, the value of exports to Transatlantic ports was over \$23,700,000. The growth of this winter business is the most remarkable feature of the trade of the port. Until the winter of 1895-96, the western business was done through the United States ports, chiefly through Portland, Maine. In that winter a diversion was begun, and now St. John is the chief winter port of Canada, the value of the winter exports having increased in ten years from nothing to more than \$23,700,000. Moreover, this trade is but in its infancy. Canadian Pacific Railway officials declare that increased terminal facilities cannot be provided too fast at St. John, to accommodate the traffic which will grow by leaps and bounds as a result of western development.



The Nail Works of James Pender & Co., Ltd., at St. John.

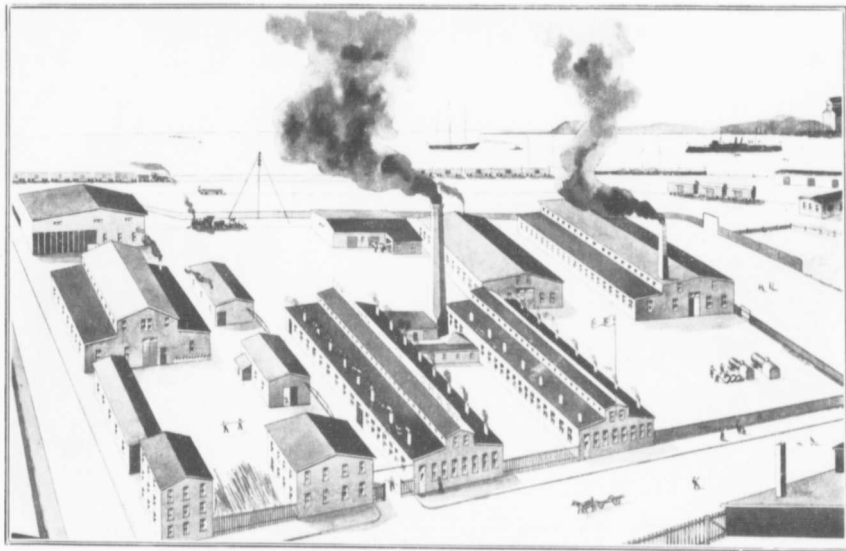
Facts about Saint John

Population about 50,000.
Assessed valuation, \$27,000,000.
Water works system cost \$2,000,000.
Sewerage system cost \$538,000.
Sewers empty into tidal harbour that sweeps away all impurities.
Has 108 miles of water mains and service pipes.
Has over 38 miles of sewers.
Has 51 miles of streets.
Has 40 miles of asphalt sidewalks.
Has over 15 miles of street railway.
Has gravitation supply of the purest water.
Has public market building costing \$130,000.
Has splendidly equipped immigration buildings and quarantine station.
Has large custom house, post office, city hall, and other public buildings.
Has railway and steamship services in all directions.
Has two grain elevators and extensive wharves and warehouses.
Has extensive coal receiving depots.
Will eventually be an Atlantic terminus of three transcontinental railroads.
Is the chief winter port of Canada.
Has numerous and varied industries.
Has unrivalled facilities for gathering raw material and for distribution.
Its annual trade aggregates over \$35,000,000.



Works of the Maritime Nail Company, Ltd., at St. John.

Tonnage of vessels inward and outward, fiscal year 1906, ^(not including coastwise) 2,786 vessels, 1,620,810 tons.
Average annual value fisheries, St. John county, \$114,750.
Has large electric light and power station and gas works.
Is headquarters of New Brunswick Telephone Company.
Has large exhibition buildings and grounds.
Has splendidly equipped fire department.
Has free public library building which cost \$50,000.
Has numerous fine school buildings.
Has two business colleges.
Has forty churches, representing ten religious denominations.
Has five daily and several weekly newspapers.
Has eleven banks and branches.
Has ample and excellent hotel accommodation.
Has two large and several smaller hospitals and homes.
Is headquarters of a military district.
Y.M.C.A. building costing \$60,000 now in course of erection.
Has two theatres and public halls for amusement purposes.
Has extensive parks and pleasure grounds.
Has a magnificent river for suburban life and pleasure.
Has yacht club, rowing club and grounds for athletic sports.
Has fine beaches and sea-bathing resorts.
Is a favorite resort for seekers after an ideal summer climate.
Has a Tourist Association and Information Bureau.
Is within reach of the finest salmon fishing and moose and caribou haunts in Canada.
Its Board of Trade has over 200 members and well equipped reading rooms.



The St. John's Iron Works.

Wood-Working



IN addition to the large saw-mills, which convert logs into deals, scantling and boards for export, there are in St. John several wood-working factories, which produce builders' material for the local markets, but there are as yet no furniture factories or mills to convert wood into more highly finished products for the export trade.

The native birch wood of New Brunswick makes an unrivalled finish for interiors, and is useful for so many other purposes that the development of an extensive industry can only be a matter of time. The like is true of the New Brunswick maple, while the enormous areas of spruce, white pine, hemlock and cedar, offer a field for the development of specialized factory work that has scarcely begun to be exploited.

St. John is easy of access from the forests and the larger mills, and is a most desirable location for a variety of wood working industries in addition to those now in existence. The material exported in the rougher state is re-manufactured abroad, and with the low freights obtainable that material could with profit be converted at St. John into the more finished product required in the old-world markets.



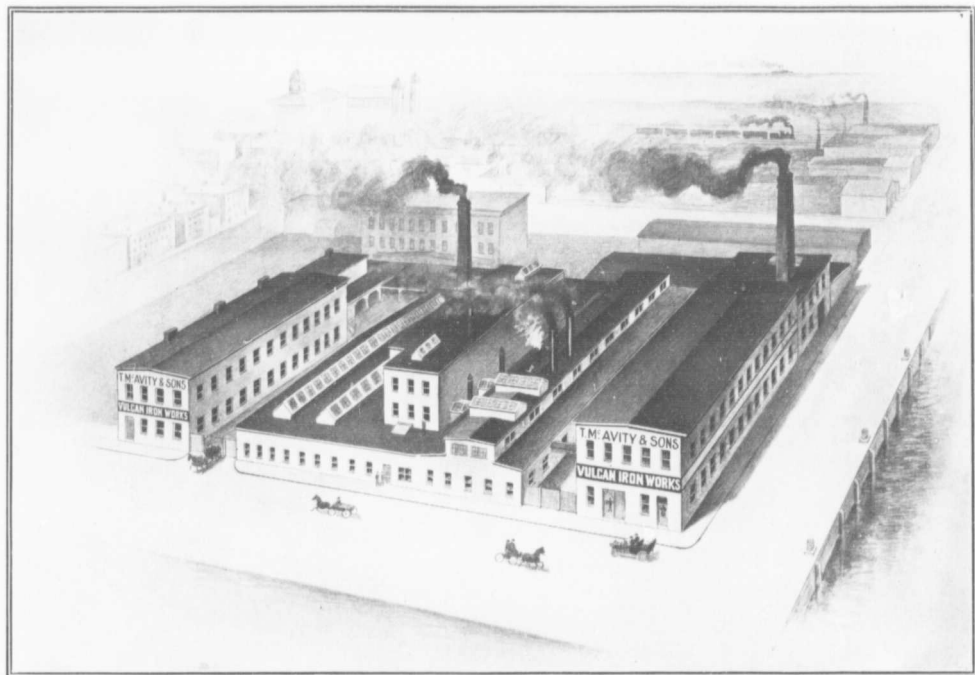
View of St. John Harbor from Emerson & Fisher Building.

Wide Range of Markets.

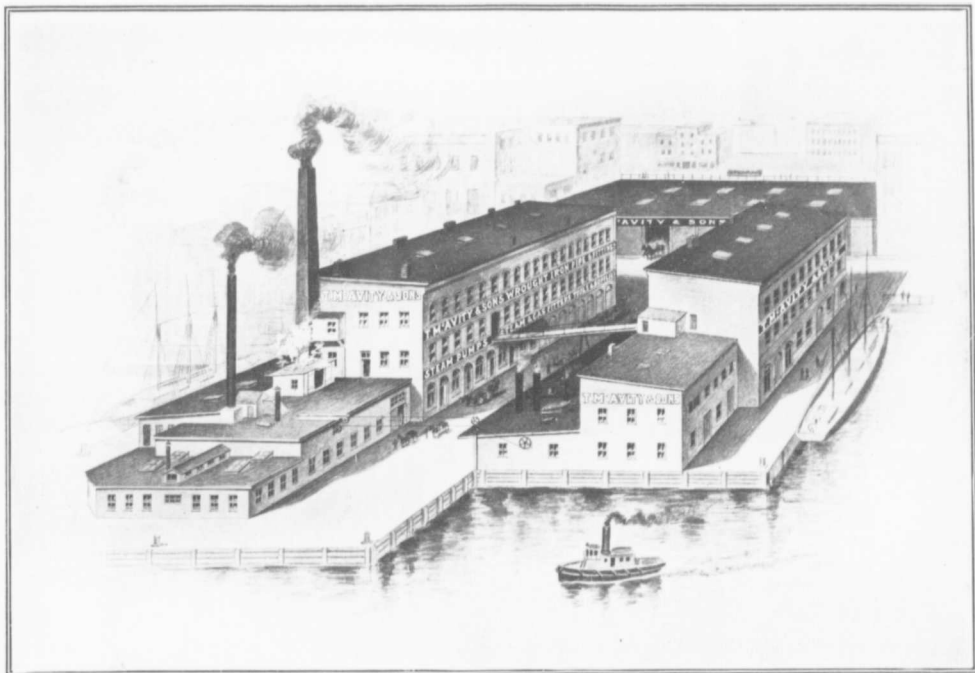


IT is worthy of note, as a tribute to the enterprise of St. John manufacturers, that some of them have a considerable export trade, in addition to their business in the Canadian market. This is especially true of the iron and brass works. Some lines of brass goods are sent even to Great Britain, as well as to other parts of the Empire. The brass posts that mark the famous Alaska boundary were made in a St. John factory. In connection with the growth of St. John as a shipping port, there must also be a development of manufacturing industries, such as are related to the construction and repair of vessels of all kinds, from the motor boat to the huge steamship.

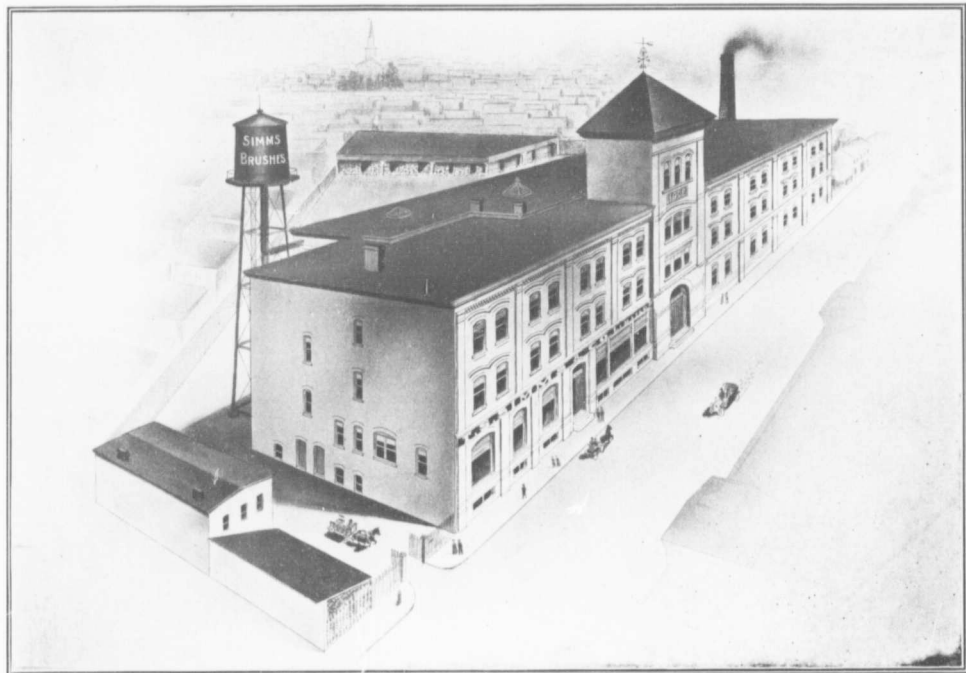
One factory in St. John is devoted to the manufacture of brushes and brooms, the great bulk of which are shipped to Western Canada and the West India Islands. This industry has grown very rapidly. The proprietors state that nowhere is there a better location for securing at low rates of carriage a continuous supply of raw material. This, indeed, is true of St. John industries in general. Whether for home or export trade, the city possesses exceptional advantages.



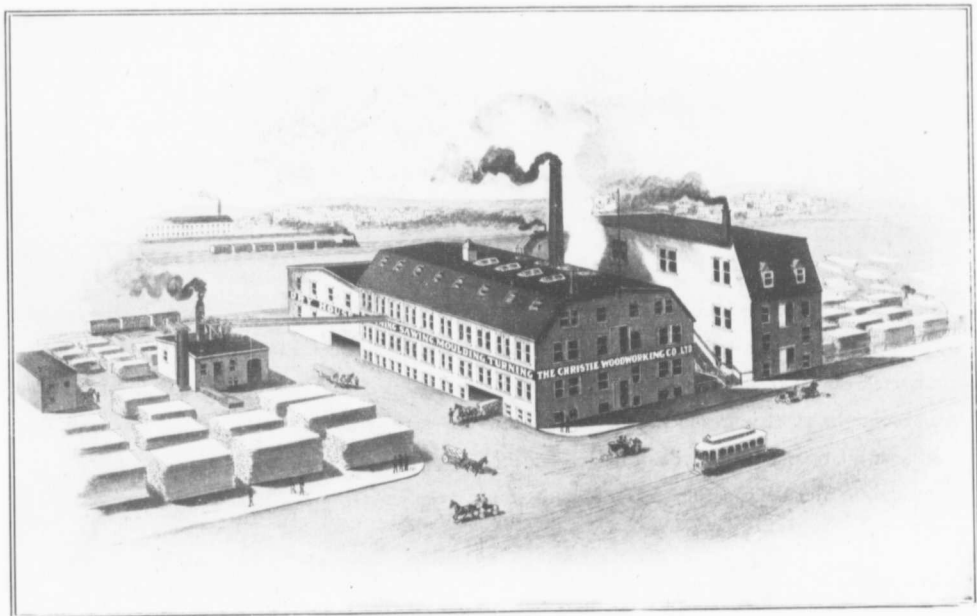
T. McAvity & Sons, Iron Works, Broad Street, St. John, N. B.



T. McAvity & Sons, Brass Works, Water Street, St. John, N. B.



T. S. Simms Brush Factory, Union Street, St. John, N. B.



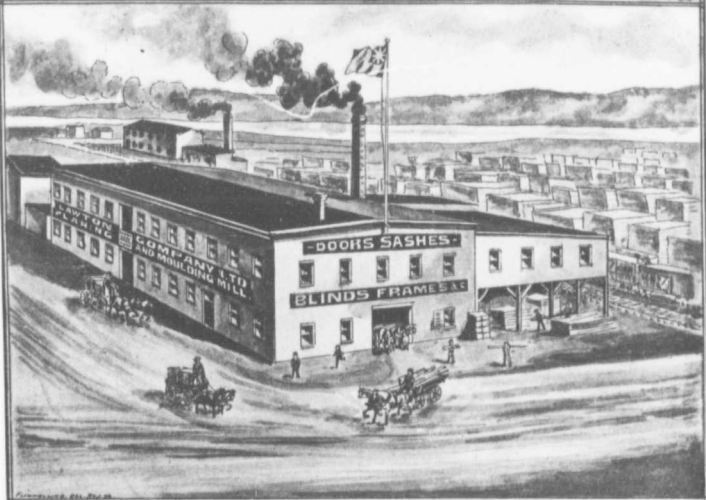
The Christie Wood Working Company's Plant.

Hardwood Forests



NEW BRUNSWICK birch or maple makes a rarely beautiful interior finish for house or office. Forests of these hardwoods are found in the province, and offer opportunities to the manufacturer which are only now beginning to be recognized. It has been so easy to cut the spruce lumber and ship it in the form of deals that the more finished processes of manufacturing have not attracted capital to the same extent. The birch cut for export is therefore shipped in the form of timber or planks. Eventually the hardwood forests will become the source of supply of raw material for many large industries. So much of the timber lands of the province is the property of the government that the opportunities for investment are much more favorable than if they were owned by private individuals or estates.

PULPING AND MOULDING MILL, ST. JOHN, N.B., Canada. ☆



Taylor & Company Limited

Climatic Advantages

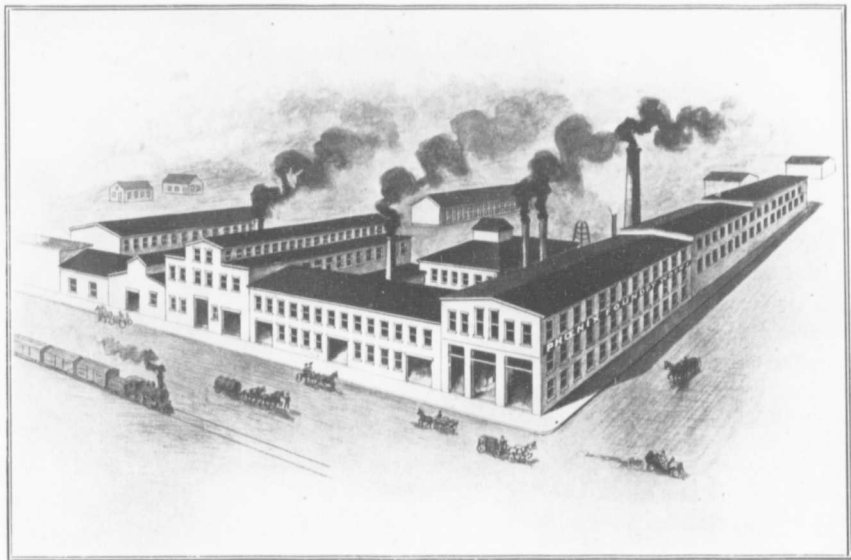


THE Superintendent of the Cotton Mills at St. John, who has had much experience elsewhere, declares that St. John has the finest climate for textile manufacturing of any locality within his knowledge. At no time in the year is the heat so great as to be enervating (the mercury rarely goes above 80 degrees in summer), while the winter weather is never such as to interfere in any way with work in the mills.

The Superintendent in question has stated a general truth. The climate of St. John is of such a character that the maximum of energy can be secured without physical exhaustion of the operatives, in all manufacturing establishments, at all seasons of the year.

This fact counts for much in considering the question of the annual output of a factory at a given expenditure.

Another very important fact is that the bracing climate of St. John tends to develop a sturdy type of manhood, quick to learn and to adapt itself to conditions, keen of brain and quick of hand.



The Foundry of James Fleming, at Saint John.

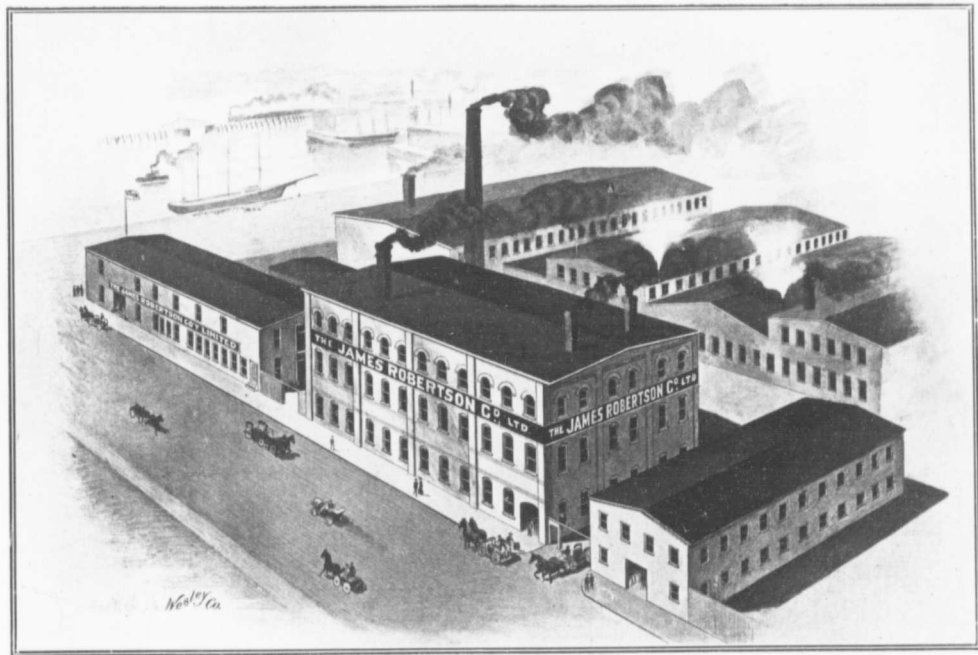
Some Industries



AN enumeration of some of the industries that flourish in St. John will illustrate the varied character of its industrial life. While there are no colossal concerns, the number of work people employed in factories is in the aggregate a large portion of the adult population.

There are, for example, cotton mills, rolling mills, foundries, nail factories, engine and boiler works, edge tool works, saw-works, brass-works, lumber mills, pulp mills, tannery, wood-working factories, potteries, corn mills, factories for making brushes and brooms, paper boxes, cigars, soaps, vinegar, confectionery and biscuits; tea blending and packing houses; spice and coffee mills, pork-packing houses, clothing factories, fur manufacturing houses, fish curing and packing houses for domestic and export trade, lime kilns, granite and marble works, printing, publishing, engraving and lithographic establishments, art glass works, paint and lead works, fertilizer factory, and smaller industries of various kinds.

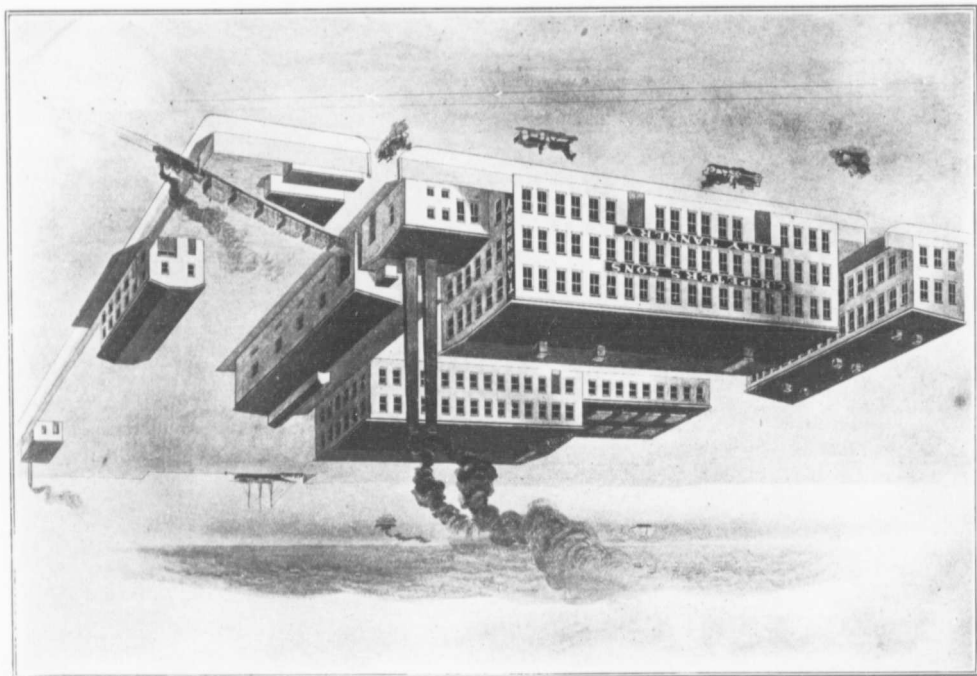
In a field where so many varied industries flourish and with the rapidly growing market of the vast and growing country, the opportunities for profitable investment of capital are exceptionally favourable. St. John is the industrial centre of the Maritime Provinces of Canada.



Leather Industries



THERE is one large leather manufacturing industry in St. John and the City is an important centre for the export of hides. Leather manufactured in St. John is sent to all parts of Canada. Although there are flourishing shoe factories in other places in the Maritime Provinces, this industry has not been developed in St. John. The project of establishing a large boot and shoe factory has lately been under consideration by leading houses in the trade, and it is only a question of time when capital will here find investment in this promising field.

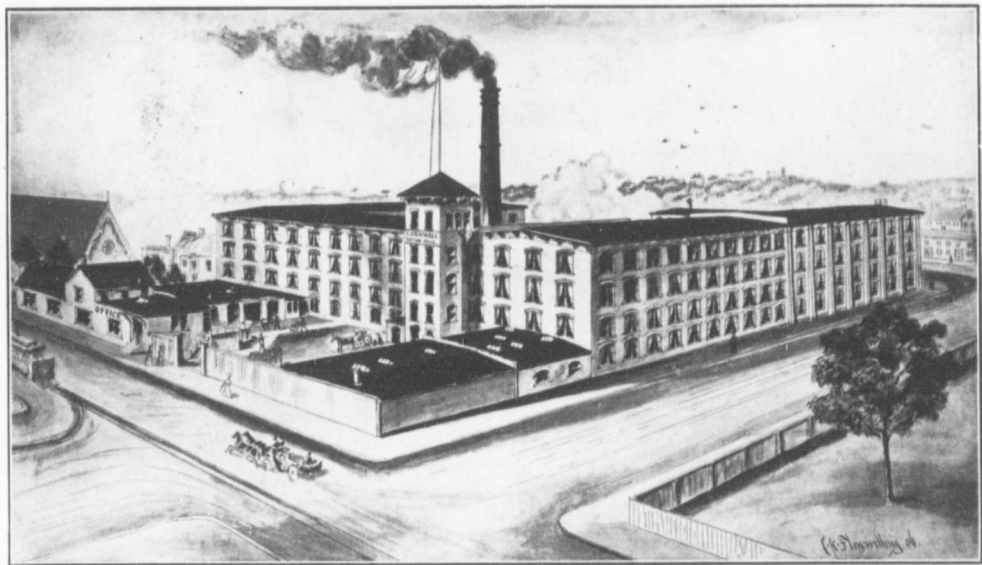


The Cotton Mills



ST. JOHN has been a centre of the cotton manufacturing industry for many years. There are two mills known as the Cornwall and York, which employ at the present time six hundred persons, and distribute their product from the Atlantic to the Pacific. The mills were taken over in 1901 by a new Company, composed entirely of St. John men. The new owners at once proceeded to renew the plant, making important improvements, year by year, until a high standard of efficiency was reached. At the present time an annex is being added to the York mills, and this will be followed by other additions, as the mills are unable to supply the demand for their product.

The general manager of these mills, who has had extensive experience, states that nowhere have been found climatic conditions so favorable to the textile industry as in St. John, and their success is due to some extent, no doubt, to the conditions. There is, therefore, opportunity for the profitable investment of capital in textile factories with all the advantages of cheap raw material, productive labour and a growing market.

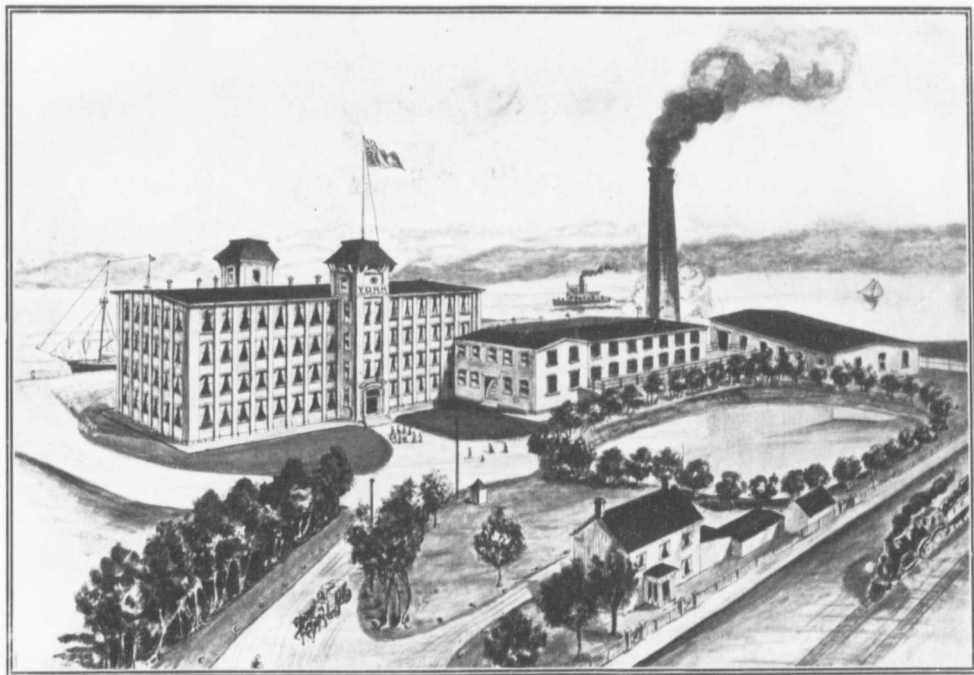


The Cornwall Cotton Mills.

Homes for Farmers



IT is important to note that St. John is the commercial capital of a fine farming province. The soil of New Brunswick is fertile, and produces large crops of hay, grain, vegetables and fruits. Dairying is a growing industry, both for local and export trade, with forty-two cheese factories in operation last year, and twenty-seven butter factories. This industry, however, may still be said to be in its infancy. Fruit growing is not less promising. As good apples are raised in New Brunswick as in the famous Annapolis Valley of Nova Scotia, and to encourage the orchardists the Provincial Government has set out twenty illustration orchards in various parts of the province. The product of orchards may be shipped from the cold storage warehouses at St. John. Small fruits flourish in abundance, and market gardening is a profitable business near any of the cities and towns of the province. Many sections of New Brunswick are specially adapted to sheep raising, the undulating nature of the country affording fine grazing lands, and the government is now paying special attention to the encouragement of this industry. In some sections of the province also as fine beef cattle are raised as can be found in any part of Canada. One of the great advantages of New Brunswick as a field for settlers is the fact that nowhere is the settler remote from educational and social advantages, and the service of railways, mails, telephones and telegraphs. There is no finer educational system in the empire than the free school system of New Brunswick.



The York Cotton Mills.

West India Trade



A DELEGATION from Canadian Boards of Trade visited the West Indies in March 1907, and discussed with the business men of the Islands the question of closer trade relations. On their return they made an exhaustive report, urging greater effort to increase this trade. The leading boards of trade in Canada have passed resolutions urging the government to secure if possible preferential trade with the West Indies. Canada now exports much produce, fish and manufactured goods, including flour, to the islands and imports in return sugar, molasses, asphalt, fruits, etc. There is a regular steamer service between St. John and the West Indies, all the year round, and in the winter a regular fruit steamer service from Jamaica. This West India business is capable of large expansion, and St. John as a port is most favorably situated to command a large portion of the trade, both locally and for the western provinces.

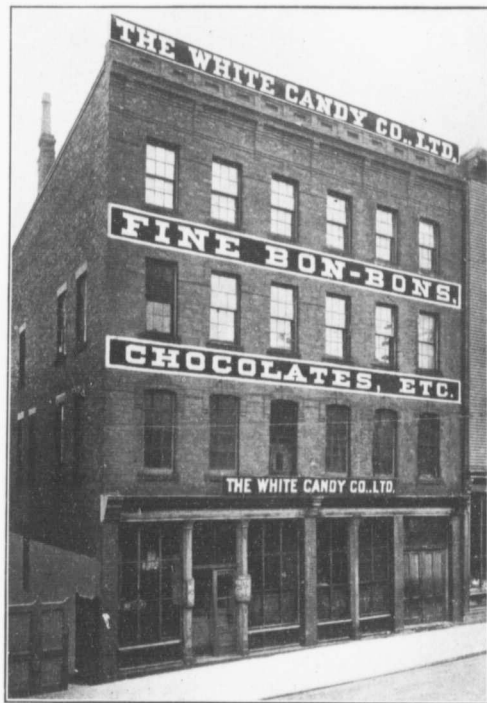


Biscuits and Confectionery



SAINTE JOHN has several establishments engaged in the manufacture of biscuits and confectionery. The industry is one of long standing in the city, and has been carried on with great success. The products of the factories are very widely distributed, and with the rapid growth of the western market the extension of the business offers an excellent opportunity for the investment of larger capital.

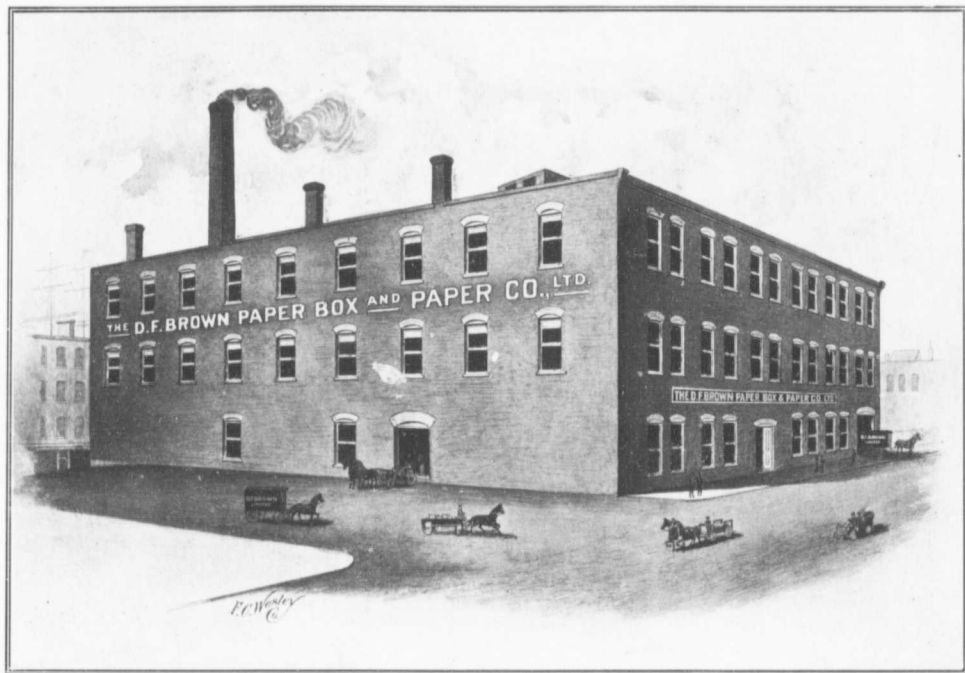




Confectionery and Biscuit Works, at Saint John.



Saint John Milling Co's Mill.





Bank of Commerce.



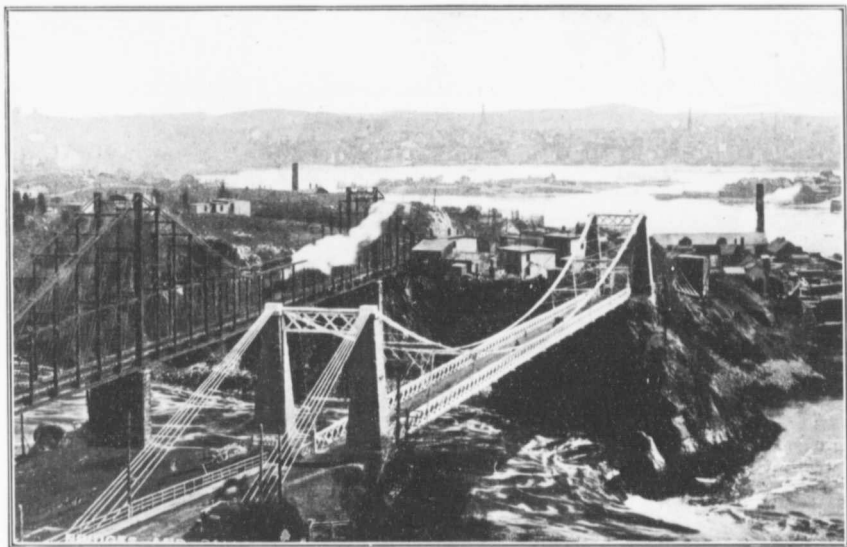
Bank of Montreal.



Bank of New Brunswick.



Queen Square, Saint John



Suspension and Cantilever Bridges, Saint John.



Dufferin School



High School

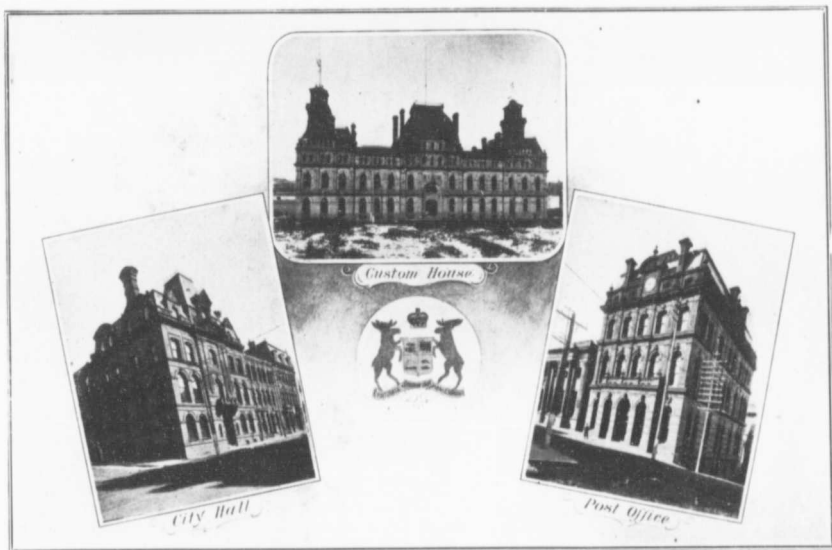


Alexandra School

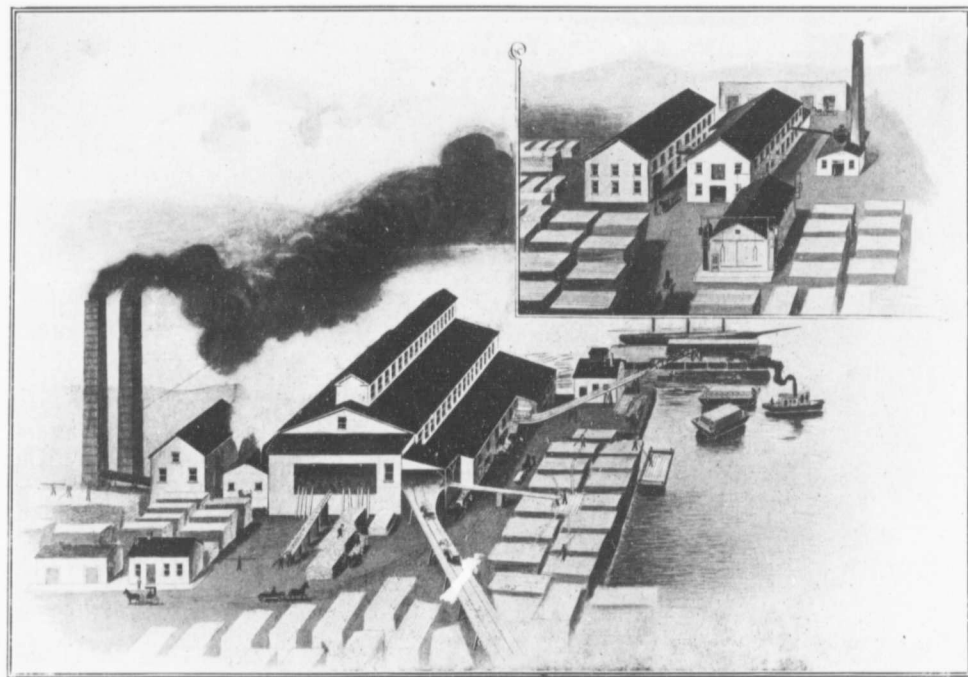


La Tour School

Four of St. John's Public School Buildings.



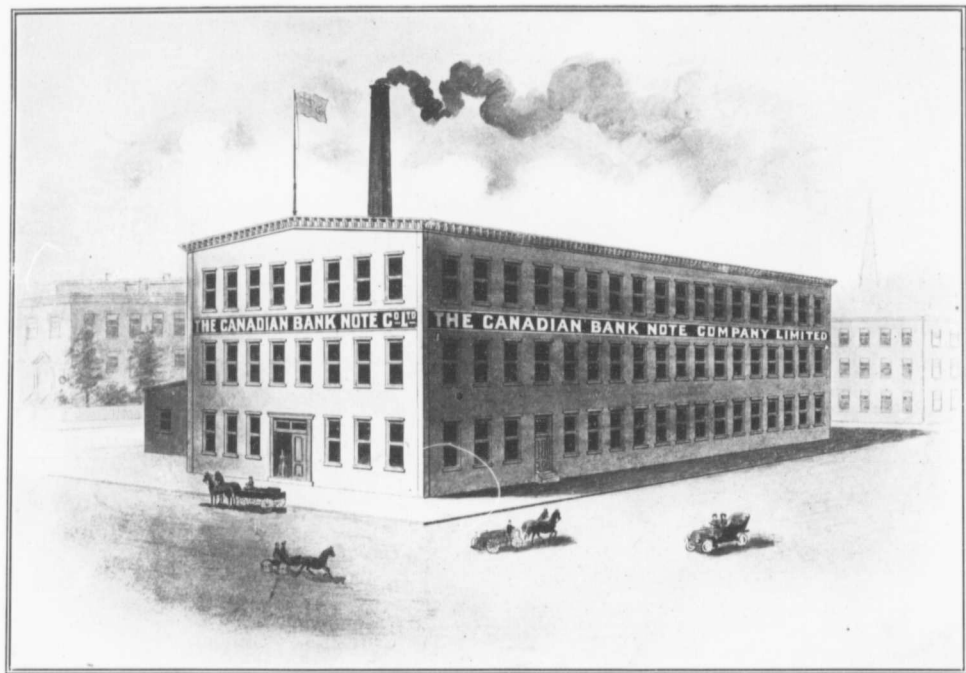
Public Buildings at Saint John.



Murray & Gregory's Lumber Mills.



Campbell Bros. Axle and Edge Tool Works.



Canadian Bank Note Company, Lithographers.



Four Saint John's Churches.



Intercolonial Railway Station



Four Saint John Banks.

MAP
OF THE
MARITIME PROVINCES

SHOWING
Railway and Steamship
connections

FROM
SAINT JOHN, N. B.

