

under the control of the General Railway Commission, so that there would be no conflict of interest in the national port.

In speaking of this as the Canadian Pacific Railway Dock or Wharf it should be noted that only a small part of the wharf on the harbour front, the elevator, and some other easements belong to the C. P. R'y. The docks are really owned by the City of St. John, though at present used largely by the C. P. R'y.

On page 16, after the word "traffic," in the fourth line of Scheme 8, add:

See Map 3.

After the words "from St. John," near the end, add:

The regulating works might take the form of a submergeable dam and bridge foundation with a lock connecting with Gagetown Canal and a wide by-pass or sluice-way, variably closed, to the desired extent, by a submerged rolling cylinder so that lumber rafts could be passed without delay or injury.

If St. John is to hold undisputed supremacy as the winter freight port of the Dominion the back country in its neighborhood must be built up.

In Scheme 8, page 16, fill in the blanks, 12th and 15th line from foot, with "45" and "10" respectively.

CANADIAN SOCIETY CIVIL ENGINEERS  
Montreal, September 20, 1907.