

its free schools, and its vast resources only practically developed, it needs only unity and energy in action, guided by intelligence, to make it the happy home of millions of people. But we must not be content to follow the beaten track. We must look around us and see what other countries are doing in the matter of utilizing their resources; and we must "go and do likewise."

St. John as a Commercial Emporium.

It would seem that Providence and man have co-operated to provide a great future for the city of St. John. It would be difficult to name any place on the continent which possesses as many natural advantages as St. John can boast. We have here a bracing climate which invigorates and energizes, the heat of summer being tempered by cooling fogs, which are not unhealthy and do not interfere to any appreciable extent with the shipping interests of the port. We are seated at the mouth of the St. John river,—a river which has a hundred tributaries, some of these tributaries being themselves mighty rivers, receiving the waters of a thousand streams great and little,—the great river with its tributaries and feeders being peopled throughout their whole length, and draining one-half the territory of the Province. We have here an open port all the year round, one of the few of its class in these Northern latitudes, and a port capacious enough to float the most magnificent navy in the world, and possessing every facility for unlimited wharfage, dock accommodation and harbor privileges of every description necessary to great commercial expansion. Seated on the northern shore of the Bay of Fundy our port commands the whole trade of the Bay, with its score of prosperous harbors and towns; it maintains its packet lines and steam lines, east, west, and south,—being the best market for the produce of a large area of Nova Scotia as well as of New Brunswick. In enumerating our commercial advantages, we must not omit to mention the magnificent railway system which centres here,—a line from Nova Scotia; a line from the United States; lines from Fredericton, Woodstock, Houlton, etc.; a line in course of construction from the North Shore country, *via* Moncton; a second line from the upper country, including Victoria and Madawaska counties, as well as Carleton and York,—all these finding their true centre and head-quarters in St. John and adding to her trade and prosperity, largely up to this time and to be greatly increased in the future.

Next to great geographical and commercial advantages, we name the character for probity, energy and enterprise of our business men and citizens generally. St. John has suffered reverses,—sometimes from a failure in the wool markets of England; sometimes

from a decline in shipping; now from over-speculation and again from frauds and villainy in business circles whose transactions were supposed to be conducted on business principles: yesterday, from some remote cause, which we could not control, and to-day from some deep-seated cancer that could scarce be eradicated without danger to the life of our commercial interests. But, thanks to a hopeful, a plucky and an undaunted race of business men, we have passed through great crises, not wholly uninjured but finally triumphant; we have surmounted all difficulties; we have established sound commercial traffic on an enduring basis, while reaching out in all directions for trade and extending our operations over more territory than ever. To-day St. John has the proud satisfaction of knowing that she owes less to outsiders, has more personal wealth, more banking capital at home, owns more paying manufactories, more shipping, more saw mills, than ever before in her history: while this Province as a whole, and the portion of Nova Scotia with which we trade, show more land under cultivation, and more successful industries in operation, than the most sanguine could have anticipated twenty years ago.

But we cannot stop here. We must advance. There is much to be done before we can feel that the commerce of St. John is beyond all jeopardy,—before we can say that our port is what it ought to be, if we would have it rank with the great ports of the Continent. There are several projects that bear upon our prosperity which we should keep steadily in view,—for which we should steadily press with persistent and unflinching determination, looking neither to the right hand nor the left until they are accomplished.

One of these is the line of Railway to Montreal—the "air line," so called, which will give Montreal and all the country West, including Ontario, the Western States, and our Great North West, through to the Pacific, the shortest possible route to an Atlantic Ocean Terminus at St. John. This line leaves Bangor, intersects or joins (?) the Grand Trunk near Sherbrooke, and supplies the shortest possible line between Montreal and St. John. It is a line of railway of the greatest possible importance to St. John. Its construction will lift our port to the very front rank of ocean harbours, ranking with New York, with New Orleans, and eclipsing Montreal. Hand in hand with the construction of this great work (to which the City of St. John might contribute a half million of bonds without feeling the interest, in comparison with the advantages of the investment) should go some radical scheme for the improvement of Harbor Accommodation at this port. The Breakwater from Negotown Point to Par-

tridge Island is a step in the right direction, since it adds to the security of the port; but a great deal more than this is needed. There must be dredging operations on an extensive scale. The capacity of our harbor must be largely added to by this means; and there are other means of swelling the capacity. We need above all a proper system of wharves and quays and docks, such as they have in Liverpool and Glasgow. This much needed improvement should never be lost sight of: it should, in fact, be persistently agitated until secured. The system of divided responsibility in regard to harbor management—the system that gives a private wharf owner a "say," and somebody else a "say," is a nuisance in the commercial community and a fraud on shipping. We need, and we must ultimately have, the Harbor privileges turned over to Commissioners, who shall have supreme control over all Harbor matters; who shall build, maintain and control all wharves and docks in this port, and regulate in all respects all matters in which the harbor interests of shipping are concerned. We need, in short, something similar to the state of things existing in Montreal, and which has added so largely to the reputation of that port. With the Harbor in Commission we believe there would be no difficulty in securing the Dominion Government's endorsement of our Harbor Bonds for a million or two, wherewith to purchase the rights of private wharf owners and construct a proper system of quays and docks, and on a scale commensurate with the growing importance of the Port and the extreme probability, nay, almost absolute certainty, that within the next twenty years we shall behold St. John the foremost port of the Dominion of Canada. Simultaneous with this movement we must push on the agitation for the construction of the Bay Verte Canal, against which political partisanship is rampant in certain quarters, but which two successive Governments of Canada stand solemnly pledged to construct as a Government work, and whose abandonment of the scheme at its present stage would be an act of unparalleled perfidy. The prospective advantages of this undertaking to St. John are so vast as to be incalculable. To the Dominion, as a whole, it is a work of the greatest importance, but to St. John especially its significance can not be easily measured or stated. Suffice it to say that a public work which will place St. John within a few hours' steaming or 24 hours' sailing of the North Shore ports and the Gulf of St. Lawrence, with the ports of P. E. Island, with the northern shore ports of Nova Scotia, from Bay Verte to Cape Breton, and which offers the traders and inhabitants of all the Gulf direct water communication with this trade centre, needs only to be mentioned to be appreciated by all business men