

# ST. JOHN AS A WINTER PORT.

Public attention is now directed in an unusual degree to the port of St. John, N.B. The great rival lines, the C.P.R. and Grand Trunk, are in the field as suitors for whatever advantages in the way of trade facilities the citizens may be disposed to bestow. And the fact that these great corporations are interested proves that the port as a trade outlet has distinct advantages. In order that people in all parts of Canada may get a clearer understanding of the whole matter and gain an accurate knowledge of the port to which so much attention has been directed since the completion of the Canadian Pacific Short Line from Montreal, the DOMINION ILLUSTRATED this week presents an accurate plan of the harbour, showing the position of the various railways with regard to the water front. The view which is given of a portion of the harbour, shows the west, or Carleton side, to which the C.P.R. now has access, and where a number of cargoes of raw sugar for Montreal refineries have recently been unloaded into C.P.R. cars. A study of the plan of the harbour, in connection with the following remarks, will enable the reader to understand the position of affairs.

The idea that St. John harbour was a dangerous or an inferior one has been effectually exploded by the hard logic of facts and figures. The report of the special committee of the St. John Board of Trade, of which Mr. Robert Cruikshank was chairman, and whose report was published in 1887, establishes beyond question both the safety and

capacity of the harbour, which will accommodate the largest ocean steamers and which is open all the year round. It has never been frozen or blocked or in any way affected by ice, the great rise and fall of tide rendering the formation of ice impossible. The bone of contention just now is the possession of certain property on the west, or Carleton, side of the harbour. To make matters perfectly clear it is necessary to go back a few years in history. The Intercolonial Railway reaches the city on the eastern side of the St. John river. The New Brunswick Railway (now the C.P.R.) reaches it from the west. The latter line at first was only built to Fairville, a suburb on the west side of the river. In 1870 the Carleton Branch Railway Co. was incorporated, to extend this line in from Fairville to Carleton and the harbour front. In 1874 the city took stock to the extent of \$40,000, secured on property on the Carleton side, and with this, and private stock and bonds they built the branch at a cost of \$86,000. But to reach the I.C.R. it was still necessary to cross the harbour by steam ferry from Carleton. The next project was the building of the great cantilever bridge across the river (see plan) over which all western trains now enter the city, coming direct to the depot of the Intercolonial. Of course, as soon as the bridge was built the Carleton Branch became a mere side track. In 1886 the Dominion bought it from the city, and with it certain property along the harbour front. By the Dominion it was then leased to the

N.B.R. Co. until May 1st, 1893, which lease was, of course, transferred to the C.P.R. when that corporation recently took over the New Brunswick R'y. When the C.P.R. had completed its connection with St. John, the citizens put forth every inducement to influence the company to make St. John their chief winter port. The city bought back the Carleton Branch from the Dominion for \$40,000, and decided to hand it over to the C.P.R. on the expiry of the old lease, legislation to this end to be sought at the coming session of parliament. Plans and estimates are now understood to be in preparation for extensive wharves and warehouses to be added by the company as trade develops—should they become the owners of the property. From the present wharf down to the Beacon there is ample room for the construction of wharves at which the largest ocean steamers can be accommodated. But now a new element has entered into the calculations of the citizens—as the following letter will explain:—

MONTREAL, March 19.

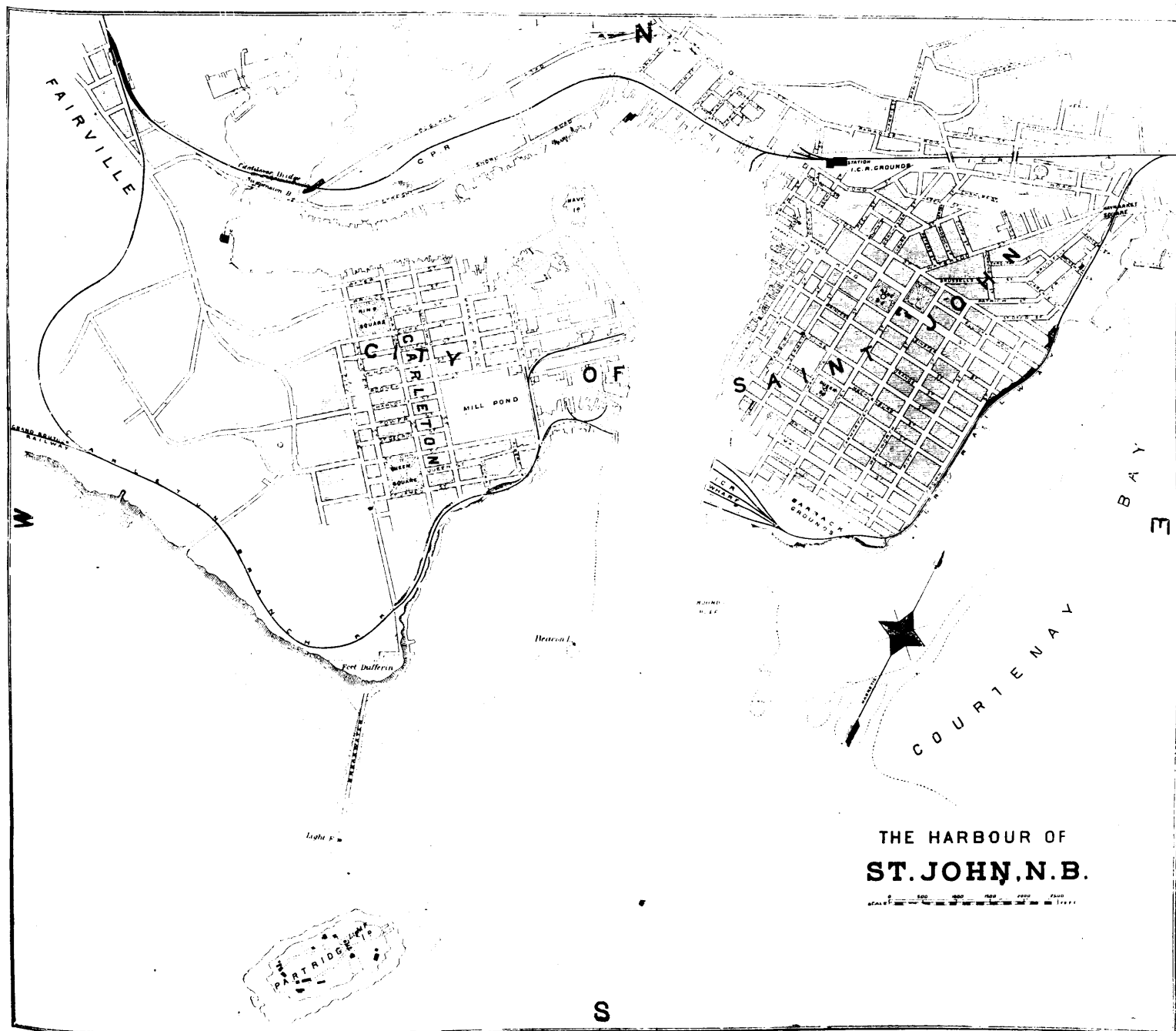
C. E. I. Jarvis, Agent G.T.R., St. John.—

See Board of Trade committee and say we hope our application for equal rights and privileges in regard to Carleton Branch and deep water approach will not be overlooked in any decision arrived at, having regard to the intention of the company to reach St. John at an early date. If such competition is desired by the city it is most important care is taken to guard general interests.

[Signed]

W. WAINWRIGHT.

No definite action regarding Mr. Wainwright's letter has yet been taken. The C.P.R. is already on the ground and has expended some money in the construction of a warehouse, while the Grand Trunk has no present inde-



THE HARBOUR OF  
ST. JOHN, N.B.

PLAN OF ST. JOHN HARBOUR.