

even fair play is to be expected at his hands. He is the only man who ever discovered ice in St. John harbor, during the winter season and was foolish enough to publish his extraordinary vision as a fact.

It would be tedious to follow the development of the winter trade through all of its evolutions. A few leading facts will suffice. The first regular steamers came to St. John during the winter of 1895-6. In 1897-8 the two additional berths, added in conjunction with the Canadian Pacific company, were completed and the following season the first subsidized mail steamers left Portland Maine and came to St. John to load. In the meantime the grain elevator on the west side had been enlarged to more than three times its original capacity—the Dominion government had erected a large building near the warehouses for the speedy and convenient handling of the immigrants, who arrive in great numbers in the early spring to carve out homes for themselves in this land. This building was supplemented by a quarantine hospital and other building on Partridge island. This year another building is being erected on the island and the city water supply is being extended there. Fire destroyed two of the warehouses just at the close of the season of 1902-3, but the buildings were re-built on a more modern plan, and more suitable to the wants of the port, in time for the winter trade of 1903-4. All the time that the city has been extended its wharves and warehouses the Canadian Pacific railway company has been increasing its yard room at the Bay shore. Large tracts of land have been acquired and every season the yard mileage is added to, and other conveniences for the rapid handling of cars loaded with import and export freight. Two or three millions of dollars have also been spent by