



The Harbor of St. John.

ing of the steamers with provisions and other necessities for the voyage became of importance to our merchants. As a matter of fact, there was scarcely an industry that was not benefitted, directly or indirectly by the new trade created. The province also derived a direct benefit from the new business being done in St. John. Employment was increased all along the railway between St. John and Montreal. At last the people of eastern Canada were enjoying some of the benefits which followed the liberal contributions of the federal authority towards the construction of the great national highway and the opening up of the vast prairies of the new north-west. There had been a long wait, but a start was made.

A great deal was said of the difficulties attending the navigation of the Bay of Fundy, but the master

mariners entering St. John have encountered none of these difficulties, which exist only in the imagination of those who would divert the trade to some other route. It is no more difficult to navigate the Bay of Fundy than it is the Atlantic ocean. The approach to St. John is as plain to an experienced mariner as a fenced road is to an ordinary person driving or walking over it.

It was also asserted that it is more expensive to dock a steamer at west St. John than some other places. This too is only imaginary, and one has but to see a steamer docked to realize how simple it is to do by those who understand. When it is known that with a stiff breeze blowing a big liner, with the aid of two tugs can be berthed in from ten to twenty minutes, according to the skill of the master, the bottom drops out of the argument