

and compelled a modification of many ideas which were formerly the guide posts of that province. It is no longer possible to consider the interests of old Canada as the sole interests of the Dominion. Both the west and the east have rights that cannot be ignored. This was apparent when the question of building a second trans-continental railway was up for consideration. When the Canadian Pacific railway was built, Montreal was its eastern terminus. The original promoters of the Grand Trunk Pacific wanted the road to end at North Bay, a minor point in Ontario, but public sentiment changed the course of the railway and removed its eastern terminus to the maritime provinces and added a clause to compel the company to maintain steamship lines on the Atlantic and the Pacific.

The people of St. John must be up and doing if they would have their port share in the advantages that will follow the construction of the Grand Trunk Pacific. Sir Wilfrid Laurier has stated that the Intercolonial will have running rights over the Canada Atlantic. This will give the government railway the opportunity to haul grain from Georgian Bay to the seaboard—and the distance is not much greater, than that over which the Canadian Pacific hauls the grain now shipped at St. John. The grain from along the line of the Canadian Northern, which is being rapidly pushed through Manitoba and the territories to the Pacific coast, by Messrs. Mackenzie & Mann comes to

Georgian bay now, where ample elevator space is provided. Not only grain, but much other produce finds its way over this route, and there is no reason why the Intercolonial should not share in the advantages arising from this trade. But there is another and a stronger reason why the Intercolonial should obtain this trade, as it will otherwise find an outlet through the United States.

The position in St. John is such that facilities must be provided at once—during the present summer, for the increased traffic of next winter. Unless this is done the large steamships now being built for the Canadian Pacific railway cannot get accommodations. It is the policy of the Canadian Pacific to extend their service and if accommodations are not provided at Canadian ports the company will be compelled to take their steamers elsewhere. There is insufficient time in which to work out the question of port nationalization. It is therefore up to the people of St. John to dig down into their pockets again and furnish the needed facilities—not free, but for a consideration—to the Canadian Pacific, and then get their coats off and join with the other principal ports of the Dominion to shift the burden of providing further facilities for the trade of the country where it really belongs, the Federal treasury. The task will not be an easy one, as the nationalization of the ports of Canada means the expenditure of many millions of dollars immediately which is not likely to yield any adequate return.