

foreign ports by steamship subsidized with Canadian gold. Our own ports needed all the trade they could get and more.

These facts were laid before the government of the day and a resolution passed through the Privy Council that the subsidized mail steamers should call only at Canadian ports winter and summer. The people voted the government out of power and the new government, although recognizing the justice of the demand of the people of the Maritime provinces, found the steamship companies unwilling to cut adrift from existing arrangements and come to St. John for a cargo. There was no time to make new arrangements that year and the contract was extended for a year, but when the companies holding the contract temporarily, refused to use Canadian ports only, the next year, arrangements were made with another line—and it happened to be the same company which first opened up winter trade through St. John—the Beaver line. This contract was only for one year and the winter of 1898-9 witnessed the first arrival of the mail steamers of the Allan and Dominion lines—(the Allan's had joined with the Battle line in the London service the previous year.)

It was a great victory for the City of St. John to obtain such recognition in so short a time. The following year the Elder-Dempster company were awarded the mail contract for three years, and during that period sent their steamers to St. John. In 1902-3 the Allan's shared the contract and have been making regular sailings from St. John ever since, but the Dominion line never came back after the season of 1898-9, and if the acts and language of the Montreal representative of this company are to be accepted, his prejudice against St. John is so deeply rooted that not