

in 1861 and in 1901, had 112,938, inhabitants. This is an increase of 25 per cent. in 40 years. The counties along the Gulf, including Albert, had 86,277 inhabitants in 1861, and at the last census, their population had risen to 144,029, an increase of nearly 80 per cent. Yet there does not seem to be anything in the soil, climate, or natural resources of the Northern counties which should enable them to grow three times as fast as the counties upon the river St. John.

If the growth of St. John depended altogether on the river counties we might find in the slowness of their increase of population a reason for St. John standing still, but it is evident that our chief commercial city does not depend altogether on the river counties, and that other reasons must be sought for to account for its condition. St. John has always had a large trade with the Province of Nova Scotia, and indeed all that portion of Nova Scotia which lies on the Bay of Fundy is naturally tributary to it. The construction of the railway from St. John to Shediac also opened up a large business with the northern counties which ought to have increased as they obtained better facilities for sending their products to market.

Many people have expressed the opinion that the first serious blow which the trade of St. John received was the construction of the railway from Woodstock to St. Stephen. That took away from St. John a large amount of the trade which it had with the up river counties. This connection was established about the year 1866, and ever since that time St. John has felt the loss of this business. The fact that the decline in the rate of growth of the population of St. John coincided

with the construction of this railway lends some force to the arguments of those who thus account for the population of the city not increasing more rapidly.

Again the building of the Intercolonial Railway by the North Shore deprived St. John of a business which properly belonged to it and tended to send the trade of the counties on the Gulf of St. Lawrence to Halifax. The railways that have been built in this province have not been helpful to St. John to the extent that they ought to have been, and in some cases they they have been very injurious. When the Intercolonial was being located, the people of St. John were very anxious that it should go by the St. John river valley, which was the shortest way to the sea. Failing that they desired the central route which would have come out at Apohaqui on the existing line between St. John and Shediac, and would have given the city a great advantage over the line which was selected. Strange to say, we find the people of St. John 30 years later protesting against another railway through the centre of the province which would bring St. John 200 miles nearer the west than Halifax.

It is very much to be regretted that the Intercolonial Railway should not have come down the valley of the St. John river. If it had done so, and the North Shore had been provided with railway facilities as would have been the case, the trade of St. John would now be double what it is, Unfortunately that portion of the province lying on the St. John river which was formerly the most desirable and the most populous, in consequence of its means of communication by water, since the advent of railways has