

revenue of the harbor including the fisheries is in the neighbourhood of \$50,000 a year. From this it will be seen that what a serious matter the harbor question has become for the people of St. John. It has really got to a point where something must be done — where some assistance must come from outside if Canadian trade is to be done through Canadian ports.

There has been a great deal said during recent months on the nationalization of harbors throughout the Dominion, but no one seems to know exactly what is meant by the term, but it is abundantly clear that the idea of those advocating the change desire that the Federal government shall undertake the expense of maintaining the ports nationalized and collect the earnings. The Montreal influence is so strong with the government at Ottawa that something is certain to be done for the St. Lawrence route. Had the harbor of St. John been brought under Federal control twenty-five years ago this port would also have been included, but in the present position of affairs it will take time to obtain justice for St. John,

No city in Canada has done as much to secure trade as St. John. That the port of St. John is now the recognized Atlantic winter port of Canada is due to the efforts of her own people and to a determination to share in the benefits which are following the opening up of the West. It was only with the greatest difficulty that a small subsidy was wrung from the Dominion government to enable a trial to be made at St. John. The majority of the steamships lines trading out of Canada were content to have their winter termini at Boston

or Portland Maine, and it was only by applying compulsion and refusing to continue subsidies to steamships that did not use Canadian ports all the year around that the steamship owners finally consented to come to St. John for freight. Now that it has been demonstrated that St. John offers as good facilities for doing the business as foreign ports, and that further facilities are required for the trade of the country the provision of which would produce a serious financial situation, the duty of the government towards the people of the whole country is obviously to take the matter in hand. Having undertaken the expense of building and operating the canals of the west it is only logical to ask the same authority to take over the control of the harbors and provide facilities for handling this trade, and prevent it being carried through foreign ports.

Canada has made great progress in the development of national sentiment in the past ten years. The country has been more prosperous than at any previous period of its history, and if anything is calculated to spread contentment throughout the land, it is prosperity. The country is new, and local interests were often mistaken or those of a national character. There were too many localities in Canada whose people thought that their local interests were only to be considered in framing a national policy. This weakness is more noticeable in Ontario than in any other section of the country. The big brother of the Confederacy was always tooting his own horn and expecting the others to dance to the tune. The spreading out of the west has rendered the voice of Ontario lest distinct in the chorus