

**ST. JOHN, N.B., HALIFAX, N.S., PORTLAND, MAINE, U.S.**

The above are the three so-called winter ports of Canada, though one of them is an American port. The efforts made for some years past by the citizens of St. John, N.B., to so equip their harbour as to adapt it for the winter service of Canadian trade deserve more appreciation than they have received. Probably there has been a general impression that, as Halifax had become established as our winter port, and a national railway had been built to facilitate its services as such, it was not desirable to encourage efforts looking to the development of a rival to Halifax. This view has frequently found expression in Nova Scotia, where it was quite natural, and to some extent laudable, as it was a view inspired by self-defence. We are glad, however, to find the idea of

THE DEVELOPMENT OF ST. JOHN, N.B., being an injury to Halifax, N.S., repudiated by Mr. W. L. Fisher, President of the Board of Trade, St. John, N.B. When speaking before the Toronto Board of Trade, on the 22nd November last, Mr. Fisher declared the true rival of St. John to be Portland, Maine, not Halifax, although, of course, each port should take advantage of its geographical position. The real situation we take to be that Portland, an American port, is the rival both of Halifax and St. John. This place has the advantage of having shorter land haulage being nearer to Montreal and to western Canada than its rival, as it is reached by a short cut across the neck of land between the St. Lawrence and the sea, occupied partly by this Province, Vermont, New Hampshire and Maine, through which runs the Grand Trunk Railway.

ST. JOHN, N.B., HAS SPENT \$750,000 in recent years over its wharves. The Canadian Pacific has encouraged this local enterprise to some extent, its ambition being to capture through ocean freight, for which it competes with the Grand Trunk and the Intercolonial. In order to retain the Canadian trade, the American Government had spent \$800,000 on the Portland harbour, a fact worth the attention of the Canadian Government, and of those who object to the Montreal Harbour being so equipped as to retain our national trade. Mr. Fisher stated that :

"The winter exports from St. John last year were 78,000 tons of general freight, 1,500,000 bushels of grain, 8,000 cattle, 3,000 sheep and lambs, and 1,288 horses. He quoted from a railway rate sheet, showing that the import rate on first-class goods by the all-Canadian route was 36 cents, against 53 cents by the American route."

The West Indies are regarded by him as affording a

**WIDE MARKET FOR CANADIAN PRODUCTS.**

more especially flour, which we could sell there lower than the Americans, who shipped 600,000 barrels last year from New York. There has been considerable

attention paid to this for some years, and subsidies given by Canada to provide a regular and quick service of steamers to and from the West Indies. Owing to some difficulties, never fully explained, this service has not given the results sought for, and anticipated. As those subsidies were granted years ago to facilitate the trade of the Maritime Provinces in particular, and of Canada generally, with the West Indies, we are not a little surprised to find the President of the St. John, saying: "The present is an admirable time to secure a foothold in the West Indies." Mr. Adam Brown was sent some years ago to Jamaica as trade Commissioner, and he reported that such a foothold had been secured though less firmly than desirable. In closing his address, Mr. Fisher favored a commercial agent being appointed in England. A resolution was passed by the Toronto meeting of the Board of Trade :

"That this meeting reaffirms the policy of the Board in the direction of using its influence in the fostering of export and import trade by the Canadian railways and seaports—

**"CANADA FOR THE CANADIANS."**

Mr. B. E. Walker, General Manager of the Bank of Commerce, who seconded the resolution, said he thought Canadians had largely themselves to blame that more was not known about Canada. There was no question as to the desirability of shipping goods via St. John in winter, but a business man must get just as good terms from there as he could obtain anywhere else. Canada desired that other countries should know her as one of the great shipping powers of the world, but for us to admit that we had no port from which we could ship goods in winter was an admission that we could not hold all the year round the position of a great shipping place. Mr. Kemp, who moved the resolution, said the tendency now was to ship our own goods through Canadian ports. Mr. Parkin, who hails from the Maritime Provinces, regarded the great effort St. John had made was a struggle to get out of the depression that took place as a result of the changes made by Confederation. He believed with Mr. Walker that Canada would never be able to take her proper place till she shipped goods through her own ports all the year round. The movement to develop the winter ports in Canada is one which, in the near future, will command the sympathy of the whole Dominion.

**A CORRELATED MOVEMENT**

Correlative with this patriotic effort is the one which THE CHRONICLE advocates for giving such shipping accommodation and facilities at this port as will attract hither all the Canadian trade, the natural course of which is via the St. Lawrence, much of which trade we shall see diverted to foreign ports, unless we provide for its requirements.

The National Union Insurance Co., has been organized in England with \$2,500,000 capital.