

Amyot; 1st vice-president, Major T. S. Hethrington; 2nd vice-president, Dr. Ed. Morin; treasurer, Mr. E. E. B. Rat-tray; auditors, Messrs. L. A. Carrier and Arthur E. Scott. The election of members of the council resulted as follows: Messrs. P. J. Bazin, Geo. Tanguay, V. Lemieux, O. W. Bedard, M. Joseph, W. A. Marsh, G. A. Vandry, N. Drouin, W. Power, M. P., D. A. Drolet, Ed. Picher, V. E. Beauvais.

OUR SAINT JOHN LETTER

Engineer Robert A. Ross, of Messrs. Ross & Holgate, Montreal, put a quietus on the movement to expend a large sum of money to get an engineering opinion on the commercial value of the reversible tidal falls at the mouth of the St. John River. Mr. Ross was here under contract with the city to prepare plans for a municipal lighting plant. He gave a little time to a study of the falls project, and told the committee that while there is doubtless a very great power at the falls the cost of utilizing it would be so great as to make the attempt practically worthless. The problem is a complicated one, because of the fact that the conditions change constantly, the falls reversing themselves twice every day. Mr. Ross has not yet sent in his report on the lighting project, but it is expected at an early date.

The city council of St. John at its meeting on Monday sanctioned some new regulations that are expected to make for better Government. In the past much of the time of the council has been occupied with questions regarding the employment of officials, often for very minor offices, for all appointments were made by the council. Now the head of each civic department has been made responsible for the work of his department and has been given the power of appointment and dismissal. This will enable the aldermen to give much more time to the larger matters before them.

The export business through St. John during the coming winter will be far in excess of any previous year. The shipments to date amount in value to nearly \$10,000,000, and only a year or two ago this would have been considered large for the whole season. At the present time the C. P. R. elevator is full of grain and there are upwards of 1,000 cars waiting on the different sidings to put their grain contents into it. The package freight business also is large and growing. Altogether the outlook is particularly bright and it will make more apparent than ever before the growing importance of St. John as a winter shipping port of Canada. Next winter there will be ready at least one new berth for steamships and then a still larger business will be possible. It is interesting to note in connection with the winter port business that the C. P. R. steamers are carrying away about 53 per cent. of the cargo, although C. P. R. ships only total about 29 per cent. of the sailings.

At a meeting of the Fredericton city council on Monday evening Mayor McNally presented for consideration the request of local capitalists for tax exemptions and a cash loan of \$7,000, repayable after three years in seven yearly payments. For this a company will erect and operate a saw mill on the site of a mill destroyed some months ago. The matter is under consideration. Fredericton, like St. John, is just now debating ways and means of attracting new industries and is willing to make exemptions.

The corporation of St. John has concluded an agreement with the local company manufacturing the Mowey Safety Nut and will give the company large powers in return for the expenditure here of \$150,000 in the erection of a large factory.

It is announced that a gravitation water supply of excellent quality can be secured for the three towns of St. Stephen, N. B., Calais, Me., and Milltown, N. B., at Maxwell's crossing, only four miles away. Engineer Barboni estimates the cost at \$120,000, and these three towns, one of which is on the American side of the line, will join in having the pipe line laid.

The most serious condition of affairs prevails as regards the lumber industry along the Bay Shore section of New Brunswick. The season began well, and a good deal of lumber was cut, but of late the snow has entirely disap-

peared. Hauling is absolutely impossible and it is now doubtful if the timber operators will be able to get enough to get their logs to the streams in time for the break-up in the spring.

St. John, N. B., 7th February.

THE ST. LAWRENCE ROUTE.

In announcing that the Canadian Pacific Railway had decided in favor of making Quebec the western terminus for their new Atlantic steamers, Sir Thomas Shaughnessy gave as the reason for such a step the existence of a state of things to which Canadians cannot afford to blink their eyes much longer. The St. Lawrence route, without a doubt, has been improved, especially of late years, but, equally without a doubt it still leaves very much to be desired in the way of safety. Most of us, certainly most shipping men, have realized this for a long time; but when the president of the C.P.R. puts the thing thus in a nutshell: "We have decided to stop at Quebec until such time as the St. Lawrence is so improved between Quebec and Montreal as to make the route a safe one"—it crystallizes the matter and makes us clearly see the folly of procrastination or half-measures as nothing else can.

Sir Thomas goes on to say: "The very great value of these vessels, which are different from the ordinary vessels that come to Montreal, and the unsatisfactory condition of the channel, its narrowness at the bends and the lack of uniformity in depth, have made us apprehensive of the consequence of bringing them up. In addition to that there are the high marine insurance rates, which impose a very serious burden, apart from the risk."

His subsequent remarks, as reported in the press, are even more incisive:

"Although," says he, "we have been talking about a fast line for the past fifteen or eighteen years, we have not a single port in the Dominion of Canada to-day where vessels of this kind can land their passengers and mails with the requisite convenience—not one. Montreal is being fitted up and will be fitted up with the requisites of a terminus for large steamships, but the channel does not meet the requirements of large vessels. Quebec, after some months' work has been done, will furnish facilities for one or two vessels, but even at Quebec we will have to put up with such very inferior facilities as the port now affords—very inferior as compared with what we ought to have. The port of St. John has been improved at the cost of the city, but it is entirely inadequate for even the present traffic, and there are no wharves at which these vessels can land. Some work is being done at St. John to improve conditions, and we hope that our vessels can be taken care of there next fall in such a satisfactory manner as will encourage the business going that way. Looking at the wharves down there, one gets the impression of a pile of rotten and tottering logs. Halifax is probably somewhat better, but the lengthy rail haul to and from Halifax makes it almost an impossible port. It is to be hoped that the Federal Government will take hold of this matter and have these natural ports put into shape without delay, so that ocean traffic to and from Canada can be retained for Canadian ports."

It was not to be supposed that such strong statements derogatory to our Atlantic coast ports would pass without challenge. And accordingly Sir Thomas has found out from the press that Halifax and Saint John both resent what he has said.

Sir Thomas ventured the opinion that the very minimum depth and width that could be considered satisfactory for the new steamships in the St. Lawrence channel was thirty feet deep, 300 feet wide and 500 feet bends.

—The Toronto Board of Trade has elected the following officers by acclamation: President, Peleg Howland; 1st vice-president, R. C. Steele; 2nd vice-president, R. J. Christie; treasurer, J. W. Woods.