



Immigrant Hospital, Partridge Island.

Pacific management was wise enough to foresee that they must do even better than their competitors to secure the trade, and as wise business management has always prevailed in the counsels of the Canadian Pacific, the success of St. John as a winter port was assured from the start. St. John provided the harbor facilities for the trade; they treated the Canadian Pacific with a generosity, almost beyond their means but the railway on the other hand developed the trade, and what is better still has been able by good management to increase it year by year, until today, it has reached a point to seriously tax the present harbor facilities. These however are capable of still further extension. It is only a question of money to provide five times the accommodation we now have and when trade overcrowds the present terminal, as it seems likely to do in

the near future new wharves and warehouses will be provided. Doing the winter trade of Canada through St. John is no longer an experiment—it is an accomplished fact, and as the trade of the Dominion grows in volume, the imports and exports passing through St. John will increase. By demonstrating the possibilities of St. John as a winter port attention has also been directed to its advantages as a summer port. Where a year ago we had only one trans-Atlantic steamship line coming to St. John, last summer we had three, and all proclaim the business satisfactory. This means more lines next year, and in the near future we may expect to get a portion of the import and export trade of the west all the year around.

Although the people of St. John had talked about the winter trade of Canada passing through this port for years, and had spent a quarter of a