

wound of St. John. It was evident from the start that the ocean terminus selected for the Intercolonial was Halifax, St. John not even being considered, although 100 miles nearer open water by the Intercolonial route than our sister city. Instead of being a benefit to St. John the construction of the Intercolonial by the North Shore route was a positive injury. We got no new trade from it and were obliged to compete with other cities for the trade along its route we had hitherto monopolized by means of water carriage.

St. John had to wait for twenty-seven years after Confederation to enjoy even the beginning of the substantial advantages her people had hoped would immediately follow the union. Meanwhile Canada had been extended to the Pacific ocean and Prince Edward Island had joined the union. The Canadian Pacific railroad had been constructed from Montreal to Vancouver and daily trains were running regularly. With all this development going on in the west the Maritime Provinces made but slow headway. It still took 36 hours for the tourist and traveller to go from St. John to Montreal. During the interval St. John had been almost wiped off the map by a destructive fire, and the building of wooden ships had been relegated to a rear position by the adoption of steam as a mode of propulsion. Yet her people never lost faith in the dream of future greatness. That the growth of the city was at a standstill—that our young men were forced to leave home to seek employment—did not dampen the ardor of those who remained or shake their faith in the future greatness of the city. When the Intercolonial did not bring them the great things they had expected, and the St. John river valley route was practically headed off, they turned to the Megantic route as a solution of the transportation