

warehouses has proved to be more expensive than contemplated, and although the new has not yet worn off those most recently built the facilities are wholly inadequate for existing trade and new wharves and warehouses must be built or the trade will go elsewhere. While the ownership of the harbor remains in the corporation the Common Council must go on with the construction of new facilities or run the chance of losing the trade created. When the original plans were drafted for the West side terminal they included additional wharves on the site of South Rodney wharf, and five years ago the Council was a unit in going ahead with the work at once. An appeal was made to the Provincial Government for assistance. An Order in Council was passed granting aid to wharves when constructed, but the cost of dredging, and a dispute over the plans prevented the work being undertaken that year and since then there has been, no further move made other than to ask the Dominion Government to utilize the dredges employed on the river in the summer season to dig out the mud on the proposed site of the work while they were not otherwise engaged. These dredges are intended for work in shoal water, and while a great deal of the bottom has been dug away a more powerful dredge will have to be obtained before wharf building can be undertaken. With this end in view Ottawa has been again appealed to.

The harbor of St. John is the only important harbor on the Atlantic coast of Canada, that is not under the control of the Dominion Government. Under the charter of the city all control and property in the harbor was

vested in the Common Council. From time to time leases were made, some for stated terms, and others perpetual, of the harbor frontage, but the fees derived from fishing and all other rights in the harbor remained vested in the city which also retained control of the slips and public landings. During the past half century the city has repossessed itself of a large portion of the harbor of St. John. All of the wharves on the West side with a few minor exceptions, are now under the direct control of the Common Council, while on the East side the city owns all the wharf frontage south of Duke street. Between Duke street and the Ferry landing there are only four or five owners and about as many more between the ferry landing and the market slip. The Dominion Coal company own a valuable property further up and what is known as Rankine's and St. Helena wharves, are also under private ownership. There are also other rights between the Coal company's property and the Intercolonial pier. All of these last mentioned properties will sooner or later be necessary for the Intercolonial, when the business of that road is further extended. Outside of the holdings of the city in the harbor and the property now owned by the Intercolonial railway the present value does not exceed a million dollars. The value of the present holdings of the Corporation is estimated to be worth two millions of dollars. Another million will have to be expended in the near future to provide accommodation for the growing trade of the port. The nationalization of the port of St. John would therefore require about four millions of dollars. The present