

small that there would be more than enough business for several such ports.

The map was originally made to show only the proposed canal, opening up a practicable way for ocean vessels of the largest class to St. John River waters, and more especially to the harbour area above the "reversing falls."

It also showed the "flats" of Courtenay Bay (bare at low water), which may be reclaimed by a breakwater.

Other possible works are now added, and the several independent schemes or objects may be described under the following heads:—

- (1) The St. John Canal and Dock scheme, with railway connection.
- (2) The Courtenay Bay reclamation and bridge or breakwater.
- (3) The Marsh Canal and Docks.
- (4) The South Bay Docks.
- (5) The Customs-Free Port.
- (6) Extensions in the present harbour.
- (7) The shutting in of the present harbour by a sea dike, with a lock or locks and sluice ways.
- (8) Other objects attained by the Canal—the opening up of the centre of the Province to ocean traffic.

The first and most important scheme is that of the St. John Canal and Dock work with its accessory works.

As shown on the map there is a rise and fall of tide in the present harbour of from twenty to twenty-five feet; the extreme reaches 30 feet occasionally. This variation in water level necessitates expensive wharf work, and is a hindrance to quick and convenient handling of cargo; so much so, that under similar circumstances in Liverpool and other ports of England, and at Quebec, work in the open tideway has been abandoned nearly altogether, and almost all loading and discharging is done in wet docks, constructed at enormous cost.

In the narrows, above the falls, we have a wet dock area of over 500 acres, where there is but small rise and fall of tide; where the water never freezes so as to affect navigation; an area entirely land-locked, with deep water close in to the banks so that all the shores can be lined with wharves at moderate cost. The only exceptions to the freezing and the deep water are two or three coves in which dredging will be required, and in which ice will not be troublesome when they are deepened and opened out, while they give sheltered space for a number of piers.

This harbour area has bluffs overhanging part of its shores on to which the railways can be brought, and grain or coal can be shot directly from the cars to the holds of vessels, being cleaned and weighed in passage, or passed into storage bins on its way to the