

make satisfactory arrangements for the ensuing winter at Portland. The company was therefore looking for some other port where they could get cargoes and had thought of St. John. As St. John was practically unknown as a winter port, and to come here would be an experiment, he asked if His Worship would father a request to the Council to grant assistance to the company to the extent of \$20,000 for the first season, to ensure the owners of the Beaver line against loss.

Mr. Robertson's reply was that the matter was a national one rather than a civic one, but he said to the gentleman from Montreal, "Go back to your directors and say to them to apply to the Dominion government for a subsidy, and if the government refuses to grant the aid, then return to St. John and I will place the matter before the Common Council, and I feel that they are sufficiently interested to give you a favorable reply." A few days later Mr. D. W. Campbell, the general manager of the Beaver line, accompanied by one of the directors of the company, came to St. John to talk the matter over. The mayor summoned the winter port committee of the Council and sent word to Messrs. Hazen and Chesley. All heard what Mr. Campbell had to say, and as a result Mayor Robertson and Messrs. Hazen and Chesley, the representatives of St. John in the House of Commons, returned with the Montreal party that same evening, and went on to Ottawa.

They obtained an immediate interview with Hon. George E. Foster, then Minister of Finance of Canada, and explained that the object of their visit was to ask the government of Canada to grant a special subsidy of \$25,000 to the Beaver line for the coming winter, in order that the capability of St. John as a Canadian Winter port might be tested. They were