



Detention Building, Partridge Island.

open without a thought of the benefit it might be to Canada. It was a dividend on their investments the directors sought rather than the development of the country. They failed to attain their desire and the country suffered also.

It may be truthfully written down that the efforts of the government to induce Canadian importers and exporters to use the Intercolonial railway failed, and that in 1896 when St. John entered into competition for the winter trade of Canada with Portland, Boston and New York, the whole of the winter imports and exports of Canada were through foreign ports. At the present time too much Canadian trade finds its inlet and outlet through United States ports, but the people of Canada are beginning to realize that Canada is possessed of at least one port open all the year around with rail con-

nections with the west that are as good, if not better than is obtainable through any United States port.

It has been demonstrated to a satisfactory conclusion that St. John can handle the import and export trade of Canada as well as that trade can be handled at foreign ports. Goods shipped in Great Britain and from continental Europe have been, and are being delivered to the purchaser in the west of Canada, no matter where—as expeditiously on all occasions as those shipped through foreign ports—and in a majority of instances the delivery is quicker through the port of St. John than through any competing port. At the inception of the trade the Canadian Pacific Railway company made it a rule to give prompt despatch to all import goods and the record made at the beginning has been maintained. It was a new route and the Canadian