

against the prejudices of those "little Canadians," who are always concealing their lack of national spirit behind geographical conditions, and who tell us there is no sentiment in business. Fortunately this species is becoming extinct with the growth of national sentiment throughout the country and in a few years more will have disappeared.

St. John did not obtain the chief advantage she expected would be an immediate result of confederation. One of the conditions of union was that a railway should be built to connect the Eastern with the Western provinces. The Grand Trunk which had been liberally aided by the government of Upper Canada had extended its line as far east as River du Loup but there it was practically as far away from tidewater in the winter months as at Montreal or Quebec. To overcome this difficulty a line had been constructed from Montreal to Portland, Maine to supply a winter outlet for the traffic of the west of Canada and it was over this road that the import and export trade of Canada passed during the winter months.

The people of St. John to a man thought that the new railway, which was to play so important a part in the development of the New Dominion and of St. John would come down the St. John river valley, the most direct route to the sea. But fate ruled otherwise. Of the three routes surveyed, the North Shore route was finally selected by the government of the day and the hopes of St. John were dimmed. The route chosen is 200 miles longer than the St. John valley route between St. John and River du Loup. Nova Scotia was solid for the North Shore route and so was a section of New Brunswick. The completion and opening of the Intercolonial a few years later did not salve the