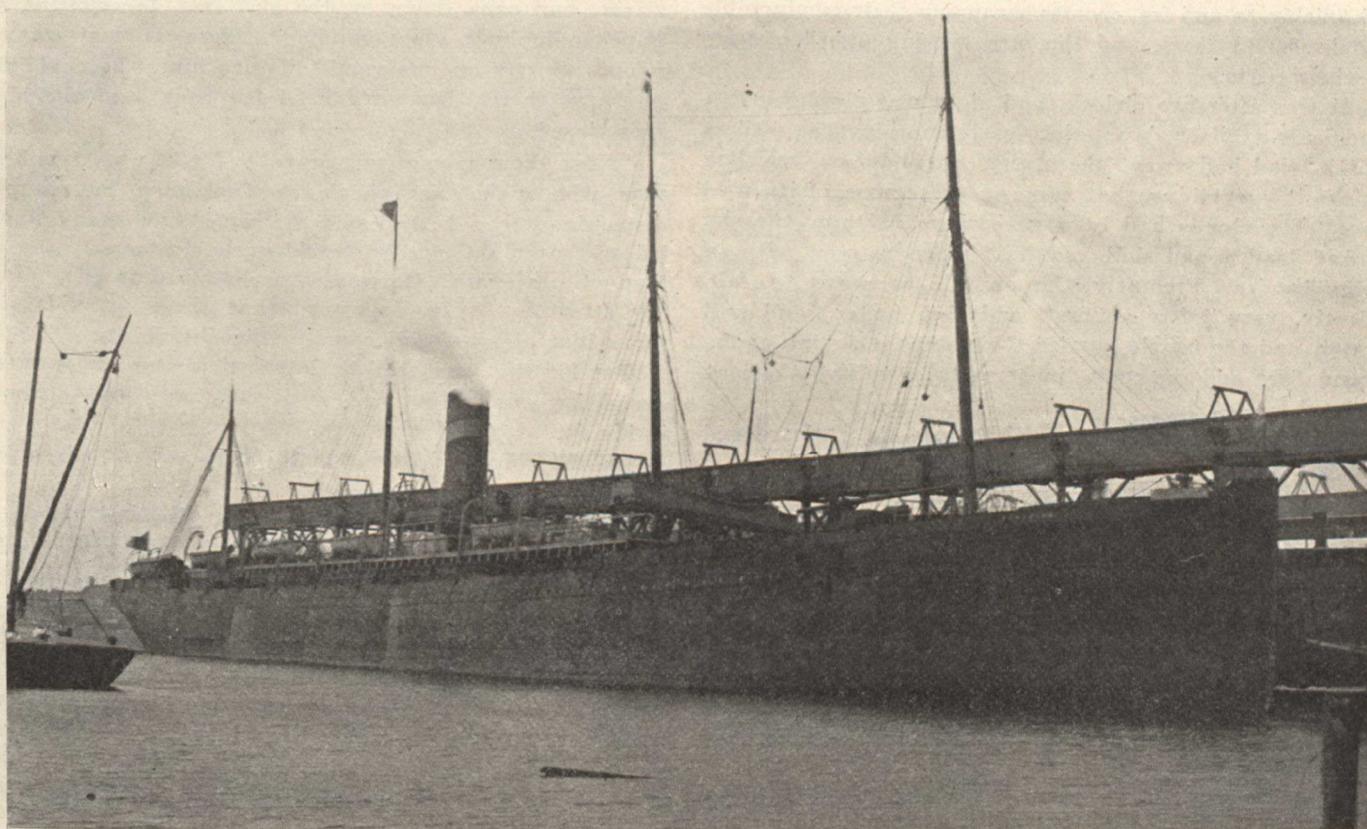


St. John, N.B.—S.S. Empress of Britain, of C. P. Steamship Line, at Sand Point Wharf.

St. John as a Winter Port

UNDER their contract, the Allan Line must call at St. John, if the wharf accommodation is satisfactory. They are now complaining that it is not, and have decided to withdraw their turbiners from that port. They claim that there is only one berth in the harbour suitable for these boats, and the City Council of St. John have allotted this to the Canadian Pacific Steamship Co. The I. C. R. wharf is good enough for their small boats, but not for the turbiners.

The truth of the matter appears to be that the harbour of St. John has not sufficient accommodation for all the lines of steamers now running there. Canada's trade has developed faster than Canada's winter port facilities. St. John must increase its facilities or see part of its trade go to Halifax. This may not be an unmixed evil, but it certainly will not be pleasing to the people of St. John. They have a magnificent ice-free harbour, but it will take millions to put in the necessary docks and equipment. So far, the Dominion Government has not been as generous with St. John as with Montreal, and of course the city itself has not been able to spend such large sums, although it has done a great deal. Hence, Canada's winter port problem is far from being settled. These photographs were taken specially for THE CANADIAN COURIER by Isaac Erb & Son.



St. John, N.B.—S.S. Parisian, of the Allan Line, at I. C. R. Pier.