

reminded once more of the old question as to whether the traditions of these national, Divine-human heroes tell of a traditional or tribal memory of the Man of Nazareth, around which has been gathered the peculiar drapery of the life and character of the race, until he became the typical hero or deliverer who is to come again and restore all things, or whether the human heart, everywhere the same in its need, gives fantastic being and form to the object of its desire.

The harbour of St. John has also been the scene of many memorable events of a more literally historical character, prominent among them being the famous defence conducted by Madame La Tour, in the absence of her husband, of the fort bearing his name, which was their citadel and their home.

The harbour is remarkable for its tides (about 30 feet.) which overcome, in their rise, the naturally strong current of the river and create at the bridge the unique phenomenon of a *reversed* fall, the water commencing to flow through the narrow channel at the top of the harbour, so soon as the expanse below is full, in a distinctly marked rapid or fall up or against the ordinary current of the river.

With regard to the specific facilities of the port I shall find my course somewhat shaped by the *misrepresentations* and ignorance already referred to as so prevalent in regard to them, and I accept this guidance, not only that I may offer facts in the removal of error and the setting forth of the truth, but because these mistakes, prejudices and misrepresentations affect the vital features of the harbour, so that perhaps no better course could be followed than to deal with the matters in regard to which these false impressions prevail.

I may say farther that the statements I shall make as to matters of fact are taken from the official records

and government surveys mainly embodied in the admirable report of the Board of Trade of St. John for 1887, a document of very great value and of unimpeachable authority and accuracy. One of the matters concerning which a great deal has been written is the *capacity* and *commodiousness* of the harbour, especially with regard to vessels of large tonnage. The depth of water, of course, varies, as it does in all ocean ports, and here perhaps to a greater extent than in ordinary cases, the tide being unusually high; but steamers drawing 27 feet are loaded here, and war vessels drawing 27½ feet have entered and left the harbour with ease. At one time, to which reference was made incidentally in the report, there were nine steamers in the harbour, two of them 5,276 tons and 5,146 tons respectively, and the others from 1,500 to 3,000 each. In fact "the largest war and merchant vessels have visited the harbour except the *Great Eastern*, and she could easily have been accommodated." And, moreover, the harbour affords the greatest facilities for dredging whenever it is required. In view of this it is strange to find that false soundings have been registered on the Admiralty charts since 1844. These have been corrected within the year at the request of the Dominion Government on the representation of the Board of Trade, and the corrections have since been verified by soundings taken by one of H. M. S. S. It is therefore safe to say, on the best authority, that the harbour of St. John is equal to the largest and the weightiest traffic which can seek its accommodation, no matter how large in number or weighty in tonnage.

Another closely connected question is that of *entrance* or *approach*. And here we may again quote from the report already referred to: "The navigation of the Bay of Fundy, is remarkably simple and free. . . . So