

east than we were of the west. The commerce of New Brunswick was almost wholly with the mother land and with the United States. Our trade with Western Canada was as limited as our knowledge of its resources. To get there we had to pass through a foreign country. Although a line of steamships was run along the North Shore and up the St. Lawrence it was not largely patronized. The flour we used came from the Mohawk, or the Genesee valley, both in the State of New York. Our trade with the United States had assumed large proportions during the existence of the Reciprocity treaty.

The confederation campaign was the first occasion in which the claims of kinship between the "Blue noses" of the east and the "Canucks" of the west were discussed, and the great rallying cry in this city was that confederation would make St. John the Liverpool of America, and we, who had grown up beside the Bay of Fundy were better acquainted with Liverpool and Glasgow and London than we were with Toronto and Montreal. To become the "Liverpool of America" was a phrase, which to the people of St. John meant a magnificent development of our trade and a growth beyond precedent of our city. To be the port of entry of the commerce of Canada had been the dream of men of middle age, who had kept in line with the march of progress in Western Canada and it was the hope of the younger men who cast their first ballot in the election which was to unite the separate provinces into a confederation which should remain steadfast and true to the principles of the British constitution. But the man who coined the phrase is dead. Almost all who took an active part in the campaign, which brought about union have joined the silent majority and St. John is still fighting