

But another equally notable improvement you witness, as here in mid-harbor we float a few minutes and gaze around. It is low tide, but where are the reefs and ledges that in 1882 used to thrust their back fins out of water, like ship-eating sharks? You remember where the old harbor beacon perched on the rocks; you remember where the great buoy used to float; you remember what care was requisite to make our port and thread our channels without becoming impaled on some crouching ledge. All changed now. Government has been in here with dynamite and dredge, and now the rocks that once endangered shipping are piled in yonder new and mighty breakwaters and storm defences. The best anchorages in our harbor for largest ships are now precisely where the reefs once lay.

But as we round the southern point of the city you must notice the stretch of wharf buildings on almost as grand a scale as even Liverpool or New York, right into which the great ocean steamers may run and be housed while they discharge and take on passengers and cargoes. Fifty years ago not one of these great structures was in existence; now our half dozen lines of European steamers, our dozen lines of States and coast steamers, and several South American boats, are thus accommodated. The Intercolonial Railway, you see, as we turn into Courtenay Bay, has dredged the shores, removing the alluvium accumulated in bygone ages, and now the eastern front of the city for half a mile is lined with wharves and slips. Here, too, is another display of dry docks and shipyards.

But we have been on the boat long enough; we will be set on shore at what was once Marsh Bridge, but so no longer now for twenty-five years.

You will note the improvements here, both on water and on shore—wharves; wide, deep channel; shipyards beside which those of 1880 were ridiculous; great storage buildings; and a new era all about.

Having heard so much of the harbor, you will naturally wish me to write of the city itself; it has kept pace with the rest. Come and walk from the old military ground to Union Street. You find comparatively few residences; they were needed for business, or were removed, and on their site these great business structures were erected. The residences are mostly up town, back town, or on Carleton Heights. The *old* city limits contain less population than in 1877, fifty-five years ago. Business called for the space and the people had to yield to the demand. Thus is explained the widen-