

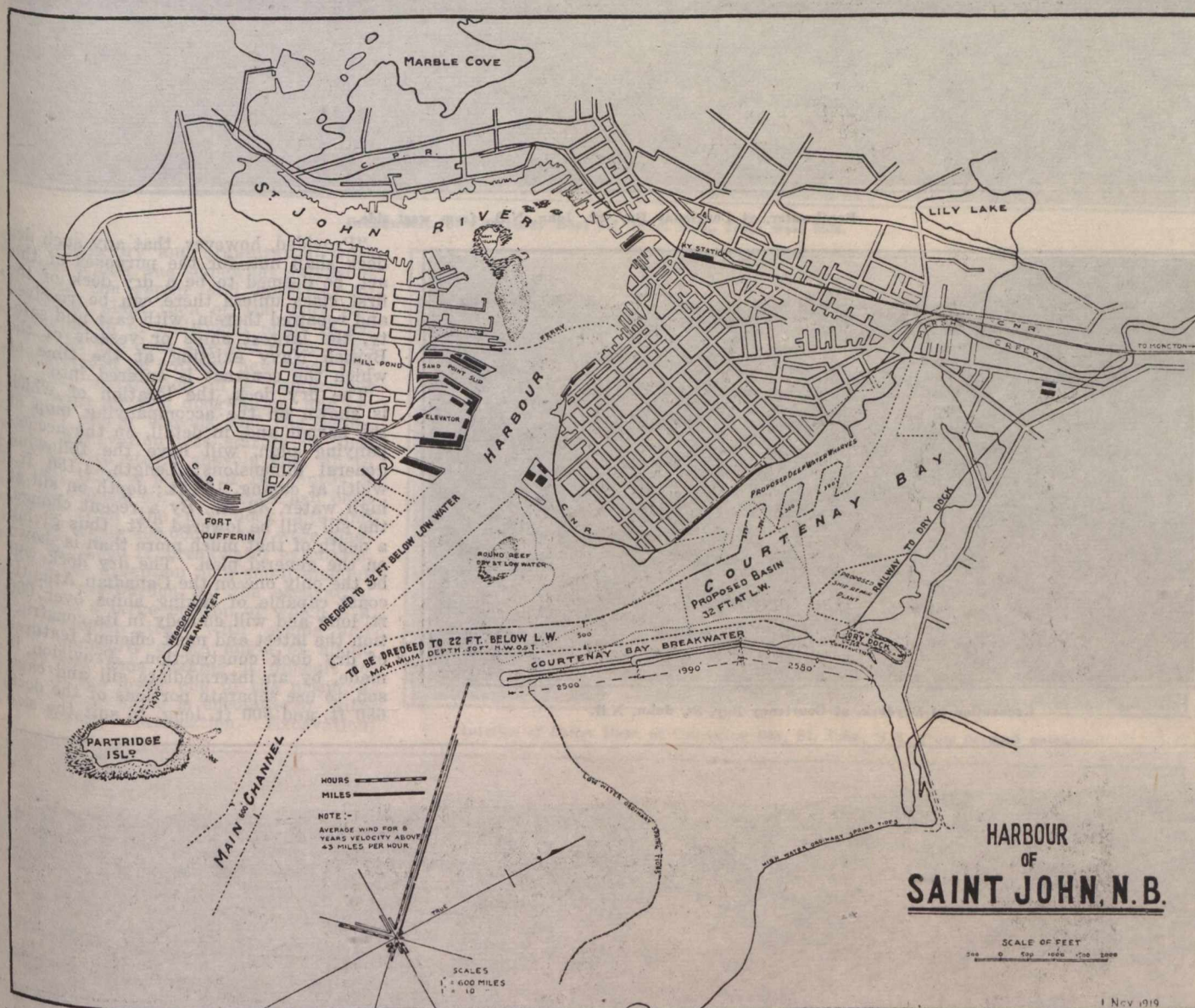
# Harbor Development, and Drydock and Ship Repairing Plant Construction, at St. John, N. B.

The Dominion Government has under construction in Courtenay Bay, St. John, N.B., a large and comprehensive scheme of harbor development, the object of which is to cope with the increasing demands of Canada's large export and import trade. In conjunction with these improvements, there are also under course of construction a dry dock and ship repair plant.

By reason of its location on the Atlantic coast, with the shortest rail haul to the interior, and the terminus of two

	Exports.		
	Domestic.	Foreign.	Total.
Montreal	\$345,947,511	\$4,058,545	\$350,006,056
St. John	120,410,256	2,270,161	122,680,417
Halifax	51,818,554	1,577,925	53,396,479
Vancouver	37,507,511	2,182,651	39,690,162
	Imports entered for consumption.		
	Dutiable.	Free.	Total.
Montreal	\$166,248,134	\$60,954,584	\$227,202,718
Vancouver	35,889,159	10,568,604	46,457,763
St. John	20,529,659	4,675,787	25,205,446
Halifax	13,532,278	5,975,517	19,507,795
	Combined exports and imports.		
Montreal	\$577,208,774		
St. John	147,885,863		
Vancouver	86,147,925		
Halifax	72,904,274		

to St. John and the Canadian National Rys. Courtenay Bay is particularly well adapted to the further expansion in harbor and terminal facilities required by St. John. It has a considerable area, an advantage over the present main harbor, and it is free from objectionable currents that make navigation and berthing of vessels difficult. There is ample room for industrial, railway and terminal development at the head and on the east side of the bay. Easy access is afforded the Canadian National Rys. which



large transcontinental railway lines, St. John is Canada's chief winter port and, as regards volume of trade, is the second ocean port of Canada. The total values of exports and imports during recent years were as follows:

	Imports.	Exports.	Total.
1915	\$ 8,887,049	\$ 43,081,929	\$ 51,928,978
1916	11,057,022	119,490,818	130,547,840
1917	14,956,948	186,259,101	201,216,049
1918	16,787,150	200,783,647	217,570,797
1919	15,702,446	149,986,167	165,688,613
	\$67,350,615	\$699,601,662	\$766,952,277

Following is a comparison of the trade of Canada's four principal ports for the 12 months ended Feb. 29, 1920:—

The facilities to take care of the trade, in St. John's main harbor, are inadequate. During the recent winter there were as many as 17 ships at anchor awaiting berth space. Similar conditions in previous waters led to the consideration of the advantages of Courtenay Bay and to the final adoption of the scheme of improvements that is being carried on.

**Courtenay Bay.**—The accompanying map of St. John harbor shows the present deep water wharves and accommodation in the main harbor, and the location of Courtenay Bay and its relation

have lines on both sides, one of which terminates at the dry dock now under construction.

**Two Contracts.**—The works under construction are comprised in two contracts, known as the Harbor Works Contract and the Dry Dock Contract. These contracts were taken over in July, 1918, by the St. John Dry Dock & Shipbuilding Co., Ltd., which is incorporated under the Dominion Companies Act, the principals in which have been engaged for some years in harbor developments on the Great Lakes and in transportation and shipbuilding. The