

The New Canadian Winter Port.

The board of trade of the city of St. John, New Brunswick, is desirous of extending the commerce of the city, and with that view is anxious to make known to ship owners and shippers of the produce of the Dominion, and of general merchandise to Europe and other parts of the world, and vice versa, the position and capabilities which the city now possesses for doing a large export and import trade. The board requests The Commercial to publish the following information about the port:—

St. John is situated in the Province of New Brunswick, at the mouth of the River St. John, which is 500 miles in length, and its harbor is known as the only one on the Atlantic coast, north of Charleston, South Carolina which has such deep water and which does not freeze in winter, never having been known to have had ice in it to interfere with navigation. The board is in possession of numerous certificates from masters and pilots of steamers and sailing vessels as to the ease of access to, and safety of, the Bay of Fundy and harbor of St. John.

H. M. S. "Blake," Admiral Sir John Hopkins, 9,000 tons, displacement 20,000 horse power, drawing 26 feet of water, one of the largest vessels of her class in the British navy, visited St. John recently. The admiral and his officers gave it as their opinion that "it is an excellent harbor, easy of access and perfectly, absolutely safe, and has plenty of water for the largest ships of the British fleet." On the anchorage ground in the harbor the depth of water is from 70 to 123 feet at low water. The tide rises and falls from 24 to 28 feet, which is the means of keeping the harbor entirely free from ice in winter.

The only Atlantic deep water terminus of the Canadian Pacific railway owned by it, is now at St. John, 481 miles from Montreal, and running on its own rails 3,600 miles from Victoria, British Columbia. Freight can be discharged into vessels from cars on both sides of the harbor. The Intercolonial railway has two deep water termini here, receiving and delivering freight by cars and from and to vessels at the wharves along the harbor front, thus saving transfer and cartage charges.

The Canadian Pacific Railway Co., assisted by the city and the provincial government, has recently completed a first class grain elevator, fitted with all the latest improved machinery for hoisting, weighing and shipping, and is now ready to receive and ship grain, the size and capacity of which is a total storage room of 301,716 bushels, and can deliver 15,000 bushels per hour. The average receiving capacity of elevator is about 53,000 bushels per day. The first cargo has just been shipped from the elevator, consisting of 34,000 bushels of peas, 1,000 tons of hay and a quantity of deals. Vessels drawing 27 feet water when loaded can lay afloat at low water at the Canadian Pacific railway and corporation wharves; general merchandise can be landed from vessels or received from the cars into the warehouses on the wharves.

There is now a well managed and very successful line of passenger and freight steamers, whose capacity is from 10,000 to 13,000 barrels each, carrying goods and passengers from China, Japan and the western provinces of Canada, running from St. John to the West Indies, carrying the West India mails under contract with the Dominion government, calling at Bermuda, St. Thomas, St. Croix, St. Kitts, Antigua, Montserrat, Dominica, Martinique, St. Lucia, Barbadoes, Trinidad and Demerara, and leaving St. John every 28 days and returning to St. John via the same ports.

There is also a regular and very satisfactory line of steamers (the Furness line) running between St. John and London, G. B., also under contract with the Dominion government, which leaves each place simultaneously about

every 16 days. There are several lines of schooners running to all ports in the Bay of Fundy, which can deliver flour and other produce on through bills of lading at a lower rate via St. John than by way of Boston, New York or Portland.

Vessels of all sizes (steamers and sailing vessels) are open for charter at St. John at all seasons and at lowest rates. Atlantic insurance on vessels and all kinds of merchandise can be effected in St. John with reliable companies at the same (and occasionally at less) rates of premium as from New York, Boston, Portland or Halifax. Vessels can always depend upon being able to fill up with deals, timber and other freight to close out part grain cargoes at all seasons of the year. Steamers can be supplied promptly with first class steam coal at reasonable prices. Vessels of any size can be loaded and discharged very expeditiously at St. John.

There are no worms in the harbor of St. John, consequently vessels can lay in safety any length of time afloat, free from these pests; the large rise and fall of tide giving peculiar facility for the repair and reclassing of vessels. Vessels bound to St. John can always find first class pilots on the lookout 80 or 100 miles at sea.

The coasts of both sides of the Bay of Fundy from its mouth to St. John are plentifully supplied with lighthouses fog whistles and automatic buoys, by which the greatest safety is secured. The registered tonnage at St. John amounts now to 560 vessels 15,221 tons.

St. John is the distributing centre for a large number of trunk and branch lines of railway, and of steamboat lines, in New Brunswick, Nova Scotia, Quebec, Ontario and the northern part of the State of Maine. The board of trade can point with much satisfaction to the very exceptionally low averages of losses on vessels arriving at and departing from the port of St. John during a period of ten years as made up by the entry and clearing department of the custom house, viz:

- 1st. The percentage of loss of tonnage of steamers as compared with total tonnage of steam vessels, entered and cleared is08 of 1 p.c.
- 2nd. The percentage of loss of tonnage of sailing vessels as compared with the total amount of sailing vessels entered and cleared is41 of 1 p.c.
- 3rd. The percentage of loss of cargoes of steam vessels as compared with the total amount of imports and exports is002 of 1 p.c.
- 4th. The percentage of loss of cargoes of sailing vessels as compared with the total amount of imports and exports is05 of 1 p.c.
- 5th. The percentage of loss of tonnage of both steam and sailing vessels as compared with the total tonnage entered and cleared is26 of 1 p.c.

The arrivals at the port of St. John during the past seven years of sailing vessels and steamers amounted to 16,976 vessels of 4,417,009 tons, or a yearly average of 2,425 vessels of 639,858 tons. The clearances during the past seven years were 17,632 vessels of 4,627,988, or a yearly average of 2,519 vessels of 661,011.

"British Goods Best and Cheapest."

The London Ironmonger says: "Trade is dull all over the world, and in every quarter complaints are heard of the depression which pervades almost all departments of trade and commerce. No manufacturing country is doing as well as it did four or five years ago, yet it is the fact that now, as it was the fact then, British exports are by far the largest, and British manufactures are unanimously preferred everywhere. Twenty or thirty years ago nobody was surprised by this universal preference, because the allegation was that we had

no competitors worthy of being mentioned. The case as to competition is very different nowadays. There is rivalry enough and to spare in every market. German, American, Belgians, French and Austrians are eagerly fighting for their own hands. In some few instances they contrive to undersell us, but in the main our supremacy is untouched, and in all cases the consumer, no matter where he is located, prefers British goods if he can by any possibility obtain them. This universal predilection cannot be founded on mere fancy, and is not sustained by fortuitous accidents. The pocket has great power everywhere, and its claims are never stronger than when the times are bad. But even now the preference is as strong as ever, and from all kinds of sources of information there is the same abounding and abiding testimony to the quality and value of British manufactures. It is not denied, of course, that some rubbish is turned out of our multitudinous workshops, but, taking price and quality together, we give greater satisfaction to our customers than does any other nation. The point is one of no little importance to merchant shippers at home and importers abroad. It is to some extent the vogue to belittle our own wares and to praise those of some of our foreign rivals, but the attempt at depreciation is somewhat of the nature of a marital dispute, which has no serious foundation in fact, and promptly disappears in the event of criticism from the outside. Merchants are tempted, no doubt, to ship foreign made articles in order to gain a trifling advantage in their profits, but we are convinced that by more diligence on their own part in looking up British makers they need very rarely indeed place their favors abroad. This issue of the Ironmonger will be serviceable to them in ascertaining what is being produced by our most enterprising firms, and as British goods are 'best and cheapest,' as well as the most satisfactory to all who handle them, we trust merchant shippers at home, importers abroad, and retailers everywhere will see that they are fairly and properly placed before the trade and the public."

The Low Price of Quinine.

Some people talk of the low price of wheat as something phenomenal, as though there was nothing to equal it in other lines, whereas it cannot begin to compare with the decline in the price of one of the leading drugs—quinine. This article used to be sold at \$3 75 to 4 00 per ounce, and to day it can be bought at 23c per ounce, and for a round lot it is said that 20c might be accepted. The cause of this extraordinary shrinkage in value is owing to the extended cultivation of the bark in different parts of the world. Twenty seven years ago the world was dependent upon its supplies of cinchona bark exclusively from South America, which were obtained from trees in the wild state in Bolivia, Peru and Ecuador. Since then the cultivation of cinchona trees was commenced in Java, India, Ceylon and Jamaica. For a time the increasing demand for the valuable drug quinine outstripped the supply; but as soon as the bark in India, Ceylon and Java commenced to supplement the shipments from South America, the price of quinine gradually declined, until it has travelled all the way down from \$4. to 20c and 23c per ounce.—Montreal Trade Bulletin.

Tie to this Truth.

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