

secured a single dollar's worth of new export trade, and as a matter of fact was still in no position to handle the trade, if it did come, as the Union wharf was without warehouses or railway connections. All this waiting time however, a constant agitation was kept up in the Common Council and delegations from that body were often on the road between Montreal and St. John.

In 1895 the situation suddenly changed. Almost without previous notice it was reported on the streets that the Beaver line, running out of Montreal would make St. John its winter port if the government of Canada would guarantee a small subsidy to aid the experiment, and the good offices of the city were enlisted to secure for the Beaver line the required subvention. St. John was very much in earnest and everyone was hopeful that at last there was a brilliant future ahead for the city, and that the dream of so many years before, that she should become the "Liverpool of America" was on the eve of realization. But there were still obstacles to be overcome and jealousies to be allayed.

There is something of romance in the way in which winter trade through the port of St. John was brought about. It will be remembered that in 1894, the Tax Reduction Association placed a ticket in the field for the civic elections headed by Mr. George Robertson, now an M. P. P. for St. John, for Mayor. With two exceptions the ticket was elected. Mr. Robertson as president of the Board of Trade, had been one of the most active and energetic members of that body, in pushing the interests of St. John and when he became mayor he displayed the same activity and energy in the interests of the city, that had characterized him while acting only in a quasi-official capacity.