

they tend, in so far as they prevail, to depreciate and thus to render partially valueless one of its finest possessions, an ocean harbour of almost unsurpassed excellence. It is not easy, perhaps it is not possible, to account for the prejudice which exists in regard to the safety and commodiousness of the harbour of St. John. Has interested capital invested elsewhere suborned evidence? Have blundering surveyors maligned and misrepresented nature? Or what has been the parentage of these distorted and strangely untruthful impressions? Perhaps the chill of the icebergs on "The Banks" has sent a cold shiver through the bones of passengers bound for New York and Boston and made them glad to leave the whole region behind them as fast as steam or wind and safety combined could carry them, bearing away little but uncomfortable impressions of an inhospitable shore. Of all such impressions I can only say that the discomfort and the danger are met with on the passage to any of these ports as well as to St. John, and that any vessel which will turn aside from the customary route and cross the entrance to the Bay of Fundy will find that the icebergs and the chill have been left behind, quite as soon as they would be if any other course had been pursued, and that the route to St. John is not characterized by especial difficulty or danger.

The harbour of St. John is formed by the efflux of the river St. John into the entrance of the Bay of Fundy. The river is 450 miles in length and is the principal river in the Maritime Provinces. It is navigated for 90 miles from its mouth, by steamers of 1,000 tons, several of which carry a great number of passengers and a large amount of freight daily. Above that, it is navigable for smaller vessels for 270 miles; with a break at Grand Falls. And, for canoes, it is

open along the south-west branch to *Mejarmette Portage*, whence the descent is by the *Chaudiere* to Quebec. The sail from St. John to Fredericton is very fine. On leaving the city, the vessels pass through a rock-bound channel of a grand and impressive character. Beyond the mouth of the Kennebecasis, memorable as the scene of the death of Renforth, and the defeat of the Tyne crew, the river widens out to its full size, and for nearly a hundred miles the noble stream winds in its majestic curves along the valley to which it gives its name. The scenery on each side of the river never fails to call forth the admiration of the tourist, some speaking of it as "the Rhine of America; or the Hudson of Canada," while others revel rather in the pastoral beauty of the rich and varied landscape panoramas which appear in succession as the vessel rounds each new headland, and enters almost at right angles upon a new course of many miles. The farms lie upon the slopes which stretch upward from the river for several miles, to the dark green forest-covered hills which form on either hand the distant horizon line, and become the limiting boundary of the valley.

If the course be *reversed* and the season be the autumn, an added and peculiar interest will be found in the shipment of vegetables and all marketable produce from the farms along the river, this usually being accomplished in a peculiar and dexterous manner, without the necessity of a long land haul, or of the stopping of the steamer at a wharf with the inevitable delay. The residents are all expert and fearless boatmen, and, having loaded their boats, they pull out boldly, and with the stroke of professionals, into the middle of the stream at an angle upwards and towards the approaching steamer. The vessel slackens her speed for an instant; the course of the