

The harbor of St. John is one of its great features. Deep and capacious, its swift currents and high tides render it free from ice during the most severe seasons. Ships of any size can lie safely at its wharves, or anchor in the stream, well sheltered from the storms which rage without. At the entrance is Partridge Island, a light, signal, and quarantine station; and this once properly fortified, and guns placed on the opposite shore of the mainland, no hostile fleet could hope to gain the harbor without a desperate struggle. The harbor proper bounds the city on the west and south; to the east is Courtenay Bay, which becomes a plain of mud when the tide is out. Some fine vessels have been built on this Bay, and it has excellent weir fisheries. The fisheries of this and other parts of the harbor are prosecuted with excellent success and give employment to a large number of men. It is from these fishermen that such oarsmen as the Paris crew, Ross, Brayley and others have risen to be famous.

St. John is essentially a maritime city. Its wharves are always in demand for shipping, and vast quantities of lumber, etc., are annually exported to other countries. It is indeed the fourth among the shipping ports of the world, and St. John ships are found in every part of the seas of both hemispheres. Before the introduction of steam, its clipper ships had a fame second to none, and voyages were made of which the tales are proudly told even unto this day.

The commercial outlook in St. John is most encouraging. The citizens have rallied from the terrible blow dealt them by the fire, and industries of all kinds are increasing in number and importance. The Cotton Factory, now in course of construction is but one example of the recent enterprise of the people, and numerous other instances might be adduced to show that one and all are working with a will to advance the prosperity of the city.

One thing makes a favorable impression on the stranger. The people have intermingled so much with the Americans that they have much of their off-hand frankness and cordiality. Little attention is paid to caste in this democratic city, and the best society has only those barriers which sound common sense render necessary. The men who occupy the highest positions in the city to-day have worked hard to gain a living; and they are not ashamed to own it, or to be the friends of other workers who are still at the foot of the ladder.

The sympathies of the people are always with the stranger. They like to see visitors.

Years ago, when there was no railway to Bangor, and but two trips a week were made by the steamer to Boston, the arrival and departure of the "Yankee Boat" were events of great local interest. About noon on the days the boat was expected, people began to inquire at the express office to learn the hour of her arrival at Eastport. So soon as the expected telegram came, the agent, in order to have time to attend to his business, put out a large sign, announcing the hour the steamer would reach St. John. Men read the words, glanced at their watches, and regulated their business so as to be on hand at the proper time. Ladies hurried their shopping so as not to be late on the great occasion. Everyone looked pleased. Shortly before the hour named large numbers would gather around Reed's Point, and secure the most eligible places for the show. At length the long, loud whistle would be heard down the harbor, and at the sound coaches, express wagons and private teams all came tearing down town, while on the sidewalks men, women and children hastened with joyful feet to the scene of action. The ceremony over, the people quietly dispersed, and strangers who had seen the crowd on the wharf, and saw what they supposed to be other crowds walking the streets, were most favorably impressed with the life so apparent among the people. If this account be just a little overdrawn, the writer has no fear. St. John people are not "thin-skinned," and can enjoy a joke at their expense, on any fair subject. The most caustic allusions to the log cannot disturb their good nature, and altogether they can give and take to any extent, provided the shaft be not tipped with downright malice.

The ascent of the river to Fredericton is a very enjoyable trip. Steamers leave every morning during the summer. Steamers also cross the Bay to Digby and Annapolis; and three regular trips a week are made by the International Line to Eastport, Portland and Boston. The St. John & Maine Railway runs daily trains to Fredericton and Bangor, and from the latter place to Boston, and other ports of the Union. The Grand Southern, a new line, runs to St. George and St. Stephen every alternate day. It will be thus seen that there are excellent facilities for reaching St. John; and what is equally important, there is good hotel accommodation after one arrives. The Dufferin, Royal and others, furnish every convenience which the traveller can desire.

Several of the lakes in the vicinity of St. John afford fine trout fishing, while excellent