

pendent line to St. John, and would therefore have to build at least portions of such a line. That is the present condition of the case. One of St. John's best known citizens writes thus to the DOMINION ILLUSTRATED concerning the matter:—"Here (on the west side) is the finest Atlantic coast railway property; in a harbour ever open, with water deep enough for the largest ships; a rise and fall of tide 26 feet, at spring tides 30 feet; where in 1848 the Cunard steamer 'Britannia' was re-keeled on this natural dry dock. In ten minutes after leaving their wharves ships will be in the Atlantic, with 120 fathoms of water to roll in. The harbour is as safe as any on this continent. It is well lighted and buoyed. I believe it must yet become the great seaport of the Dominion. Mr. Van Horne's keen eye fell at once on the Carleton property, and while the G.T.R. also looked hopefully that way the shrewd president of the C.P.R. got the inside track. Ships from the Indies and Japan, with raw sugars, can unload here now, and they are unloading, the cargo being taken from their holds, put into the C.P.R. cars, and in 20 hours reaches the Montreal refineries. And this from October till May without one hour's detention. The G.T.R. are now asking running favors into Carleton, but I do not think there is room enough there for the future of these two great railways of British America. In the C.P.R. station at Winnipeg there are to-day standing, to come and go, 2,000 cars, on twenty miles of rail; at Port William 1,000 cars. Room is wanted here now for 200 cars. This I learn from Mr. Timmerman, the St. John manager, who is ever ready to give information, and who, like the president, is the right man in the right place. Years ago, when Sir Edward Watkin, and later, C. J. Bridges, visited St. John, these eminent railway men pointed out Courtenay Bay as the place of all others for railway piers and dry docks. Whoever lives will see, in time, the Grand Trunk on the east, as will be the C.P.R. on the west, while the city in the centre grows to the river on the north; and so will be realized Senator Boyd's prediction to the Board of Trade in 1858, when he said it would yet be the Liverpool of British America."

It should be added, in connection with these remarks, that aside from the statements of fact the opinions, so far as expressed, are those of a gentleman warmly disposed toward the C.P.R. But aside from any opinion pro or con, the quotation contains valuable suggestions and statements of fact. As regards the claims of the great rival corporations, the advocacy of either would, of course, be out

of place in this journal. That is entirely a matter for the people of St. John. It is pointed out by those less favourable to the C.P.R. that the entry of the latter to New York may damage St. John's chances and that, therefore, a very distinct understanding should be had regarding what the company propose to do before any agreement touching the transfer of the Carleton Branch is made.

Our correspondent refers to Courtenay Bay as the future site of great harbour works. A glance at the plan submitted will show its position. It is a fine sheet of water, but would require dredging and wharf construction on an extensive scale before being available for the accommodation of large vessels. It must not be thought, however, that the Carleton side of the harbour is the only available point for railway connection. There is already such connection at the head of the harbour and at the extreme south-east point, and it is proposed to extend the line along the whole harbour front between these points. But to reach them freight from the west must cross the cantilever bridge and pay a toll, for the bridge is owned by a company. The making of this bridge free is among the probabilities, but it is yet some distance in the future. In the meantime, to avoid the toll, which is a considerable tax on traffic, the railways from the west want their point of shipment on the Carleton side of the harbour, which, indeed, offers the greatest amount of room for the construction of terminal facilities.

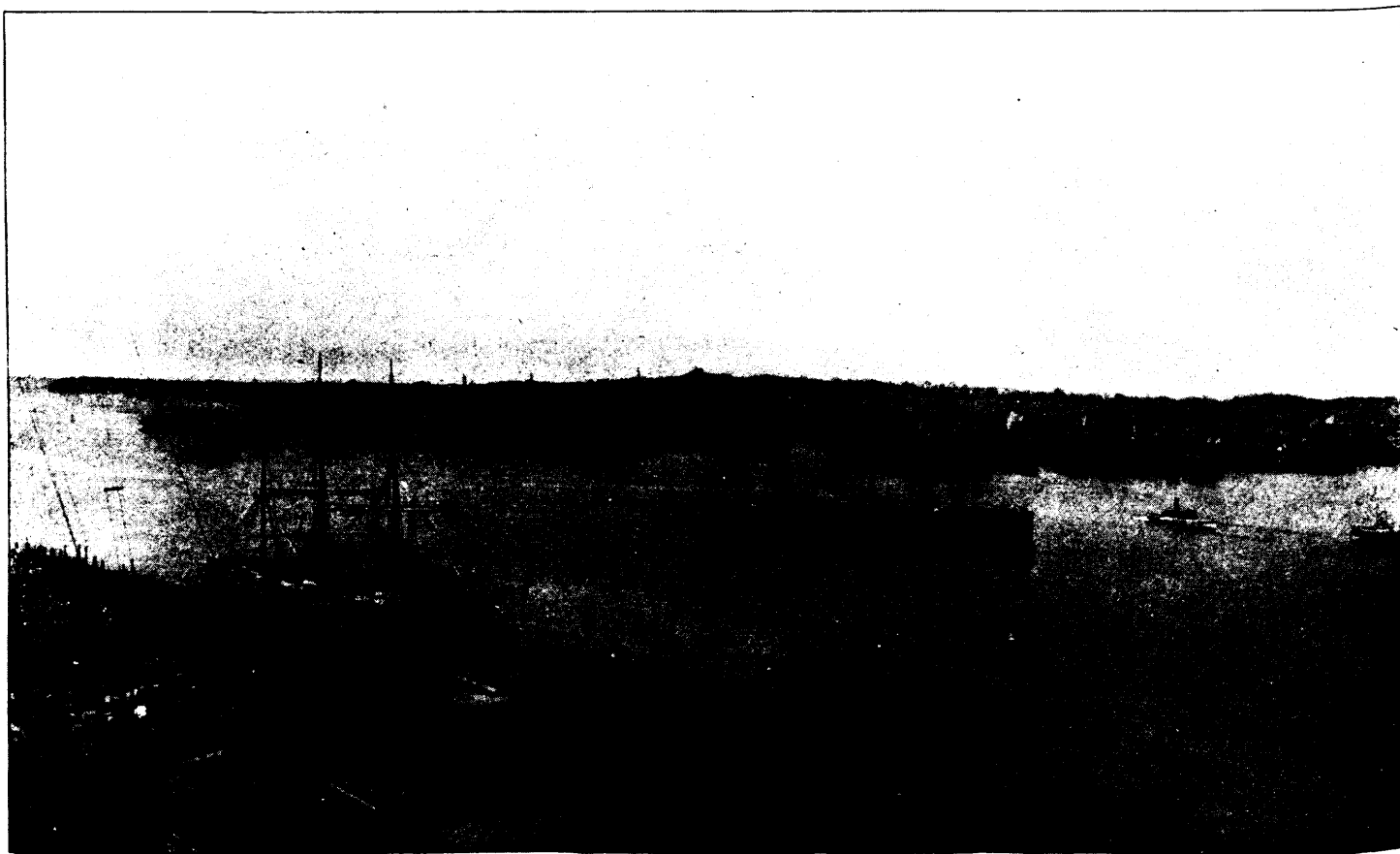
The question of making suitable arrangements with railways at St. John is joined with another of lesser note, in which Mr. J. D. Leary, of New York, prominently figures. Mr. Leary, for considerably more than a year, has been endeavouring to secure a contract for the construction of certain wharves, warehouses, etc., on the west side, just beside the present C.P.R. terminus. Public opinion has shown remarkable fluctuations, until at the present time there is before the provincial legislature a petition from the city council asking authority to enter into a contract with Mr. Leary, and a counter petition from the Board of Trade, passed by a majority of 39 to 9, asking the legislature to do nothing of the kind. Mr. Leary, it may be remarked, asks a subsidy of \$5,000 per year for twenty years from the city, the same from the province and the same from the Dominion, he to own all the improvements when complete, the city to have the option of re-purchasing the property. Mr. Leary is the Great Raftsman. He has already invested in some property on the west side, and is

said to have figured in at least one New Brunswick election. No one questions his ability to fulfil his contract, but the wisdom of such a contract is questioned by many. Everybody admits the need of harbour improvement, and the counter proposal is that the city build the wharves itself and own them, instead of handing valuable property over to a foreigner. It will be seen from all this that the enterprising people of St. John have a good deal to think about these days. One fact stands out clear. They have a magnificent harbour, and ample room, when facilities are provided, to accommodate an immense volume of ocean trade. In 1863, and again in 1872, Senator Boyd directed public attention to the fact that St. John was then the fourth ship-owning port in the British Empire, often having 120 square-rigged ships in port at once, and building in the yards around from 40 to 60 vessels. Iron shipping has largely affected the wooden industry, but wise legislation and improved facilities for trade alone are needed to far eclipse the old time glory of the city by the sea.

It should be understood that the harbour property in St. John is owned partly by the city, partly by private individuals and partly by the Dominion Government. A proposition to place the harbour in commission was negatived some two or three years ago by popular vote. The property at the terminus of the Carleton Branch Railway, does not by any means include all, or nearly all, of the west side wharf property. It is a valuable part of it, but there is much more.

Students of history will bear in mind that on the west side, just around the point and opposite Navy Island, which lies in the river channel, is the site of the famous fort around which, about the middle of the seventeenth century, centred the struggle for supremacy between La Tour and Charnisay—a place made ever memorable because of its association with the splendid heroism and mournful fate of Madame La Tour.

St. John is, next to Halifax, the nearest important American seaport to Europe. Halifax has the advantage by 200 miles of water, but the disadvantage of 276 miles more of land carriage to or from the west. St. John has 80 miles advantage over Portland, Me., 200 over Boston, 440 over New York, 575 over Philadelphia and 750 over Baltimore in nearness to Europe. Compared with the St. Lawrence ports it is 120 miles nearer Liverpool than is Quebec by the usual route, and 280 miles nearer than Montreal.



VIEW OF ST. JOHN HARBOUR, WEST SIDE.