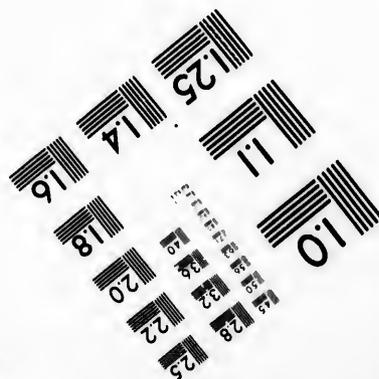
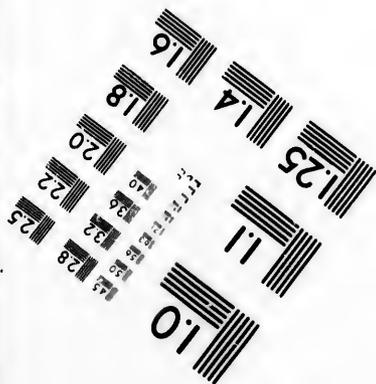
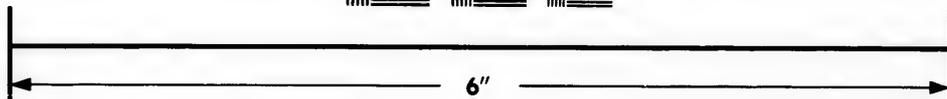
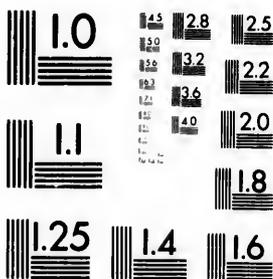


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N. Y. 14580
(716) 872-4503

1.5 2.8
1.8 3.2
2.0 2.5
2.2

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

1.5 2.8
1.8 3.2
2.0 2.5
2.2

© 1981

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Cover damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distortion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/
Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

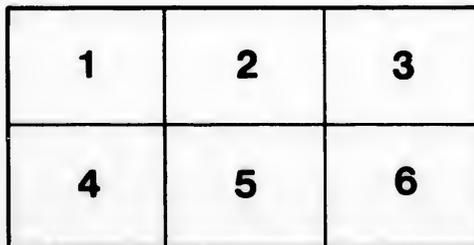
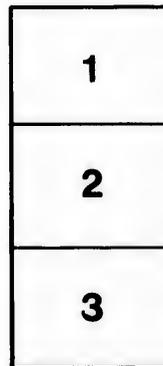
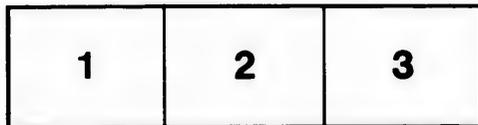
Library of the Public
Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

La bibliothèque des Archives
publiques du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

ails
du
difier
une
page

rata
o

elure,
à

JOS

24612

0

JOSEPH POPE

PAMPHLET CASE No. 18.

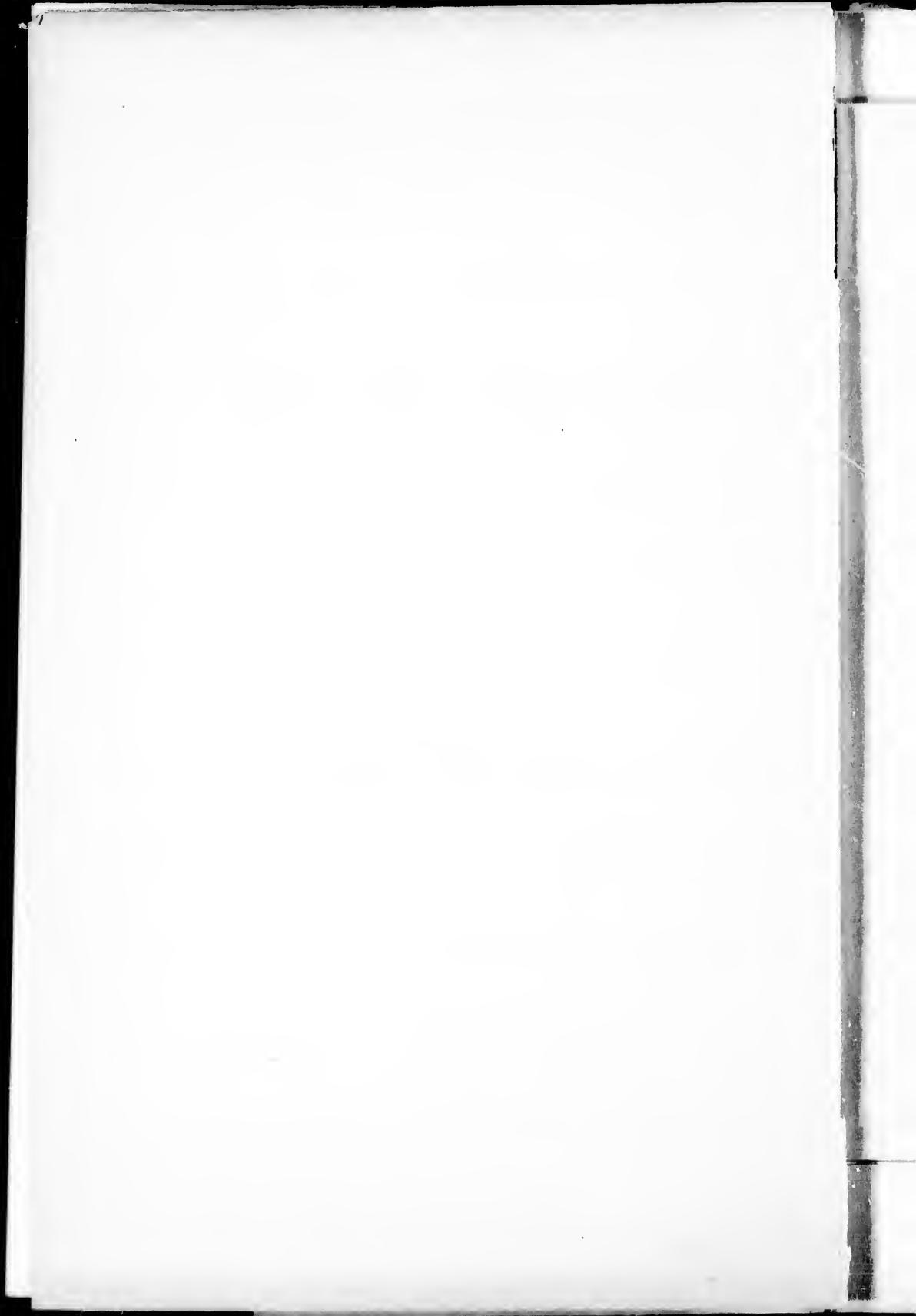
Saint John,

NEW BRUNSWICK,



As a Canadian
WINTER PORT
AND TERMINUS OF THE
Canadian Pacific and
Intercolonial Railways.

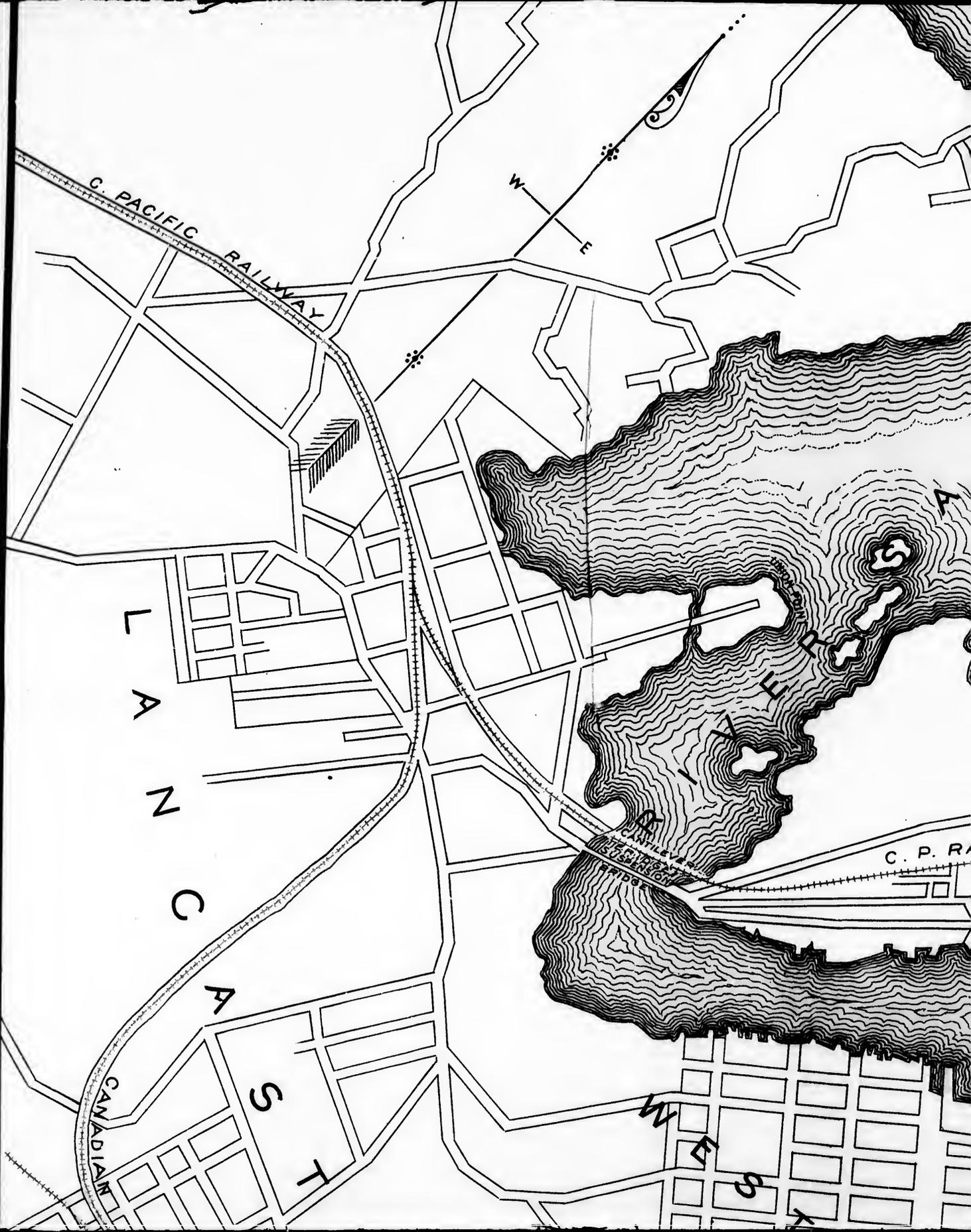
24612
110

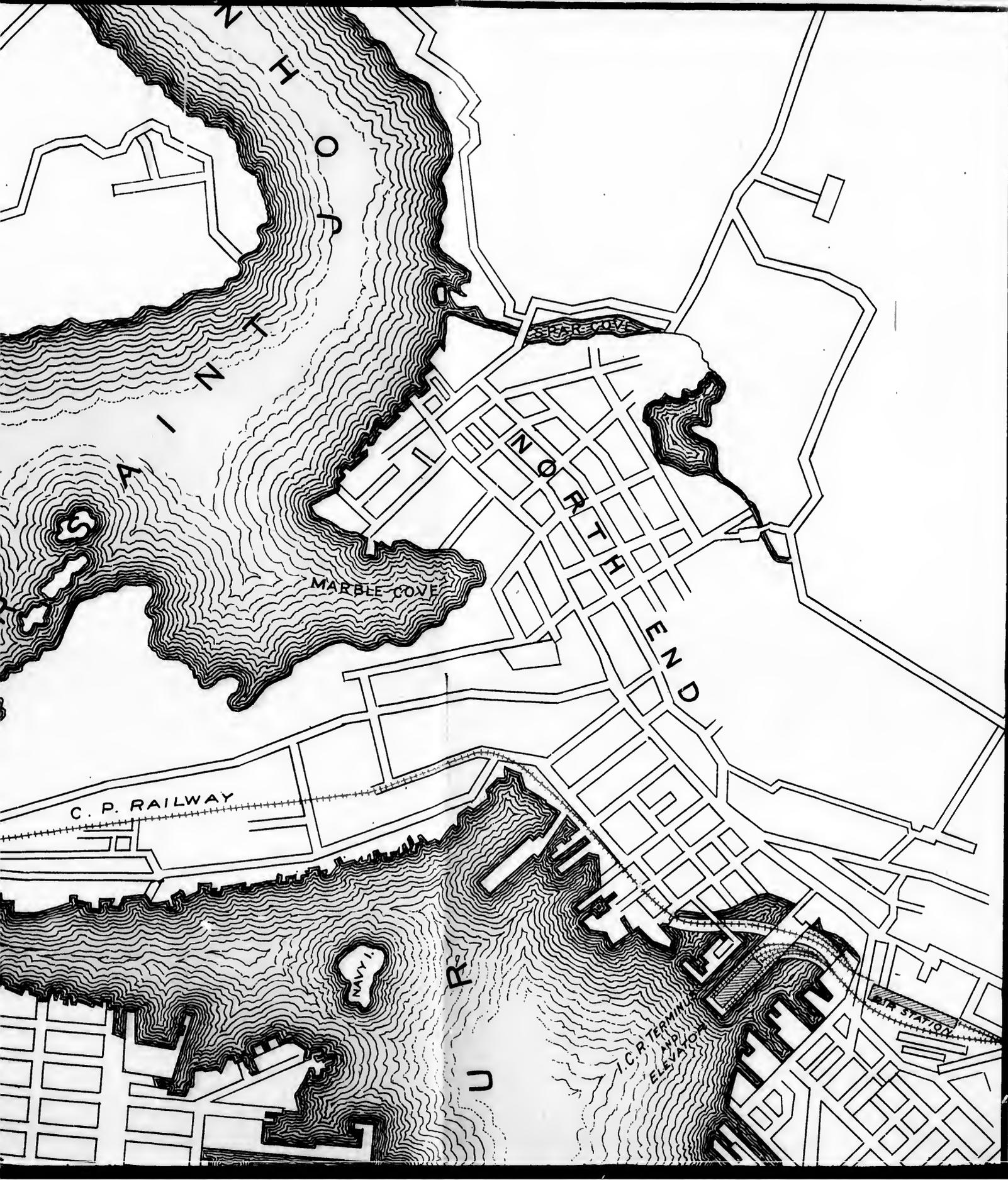


12

54
360

11





N
H
O
J
A
I
N
T

N
O
R
T
H
E
N
D

MARBLE COVE

C. P. RAILWAY

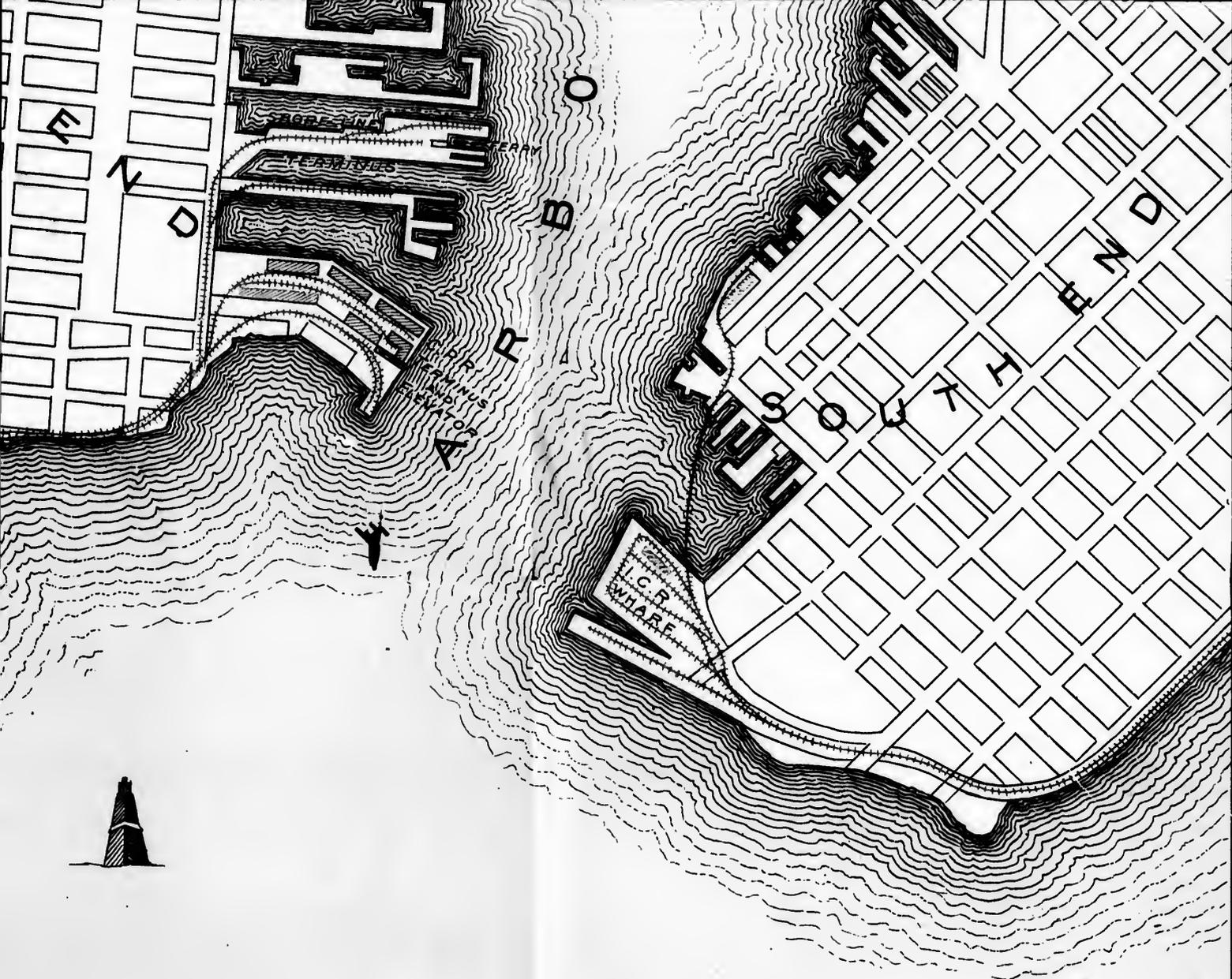
N
E
W
F
O
U
N
D
L
A
N
D

T.C. RAILWAY AND ELEVATOR

RAIL STATION

S
T
J
O
H
N
S





MAP OF SAINT JOHN, N. B. HARBOUR

HURD PETERS, C. E.

Scale 1000 Feet to 1 Inch.

to all 9

59
1083

46
all no 44612

SAINT JOHN

AS A

Canadian Winter Port

ISSUED UNDER THE AUSPICES OF THE

CITY CORPORATION AND BOARD OF TRADE.

Prepared by the following Committee:

- | | |
|---------------------------|--------------------|
| W. S. FISHER, Chairman. | WILLIAM M. JARVIS. |
| S. SCHOFIELD. | D. J. McLAUGHLIN. |
| J. N. SUTHERLAND. | H. B. SCHOFIELD. |
| W. H. THORNE. | JAMES D. SEELY. |
| F. O. ALLISON, Secretary. | |



SAINT JOHN, NEW BRUNSWICK
1898

MEMBERS OF
CITY CORPORATION, 1898
SAINT JOHN, NEW BRUNSWICK.

MAYOR:
EDWARD SEARS, Esq.

DEPUTY MAYOR:
DR. W. W. WHITE.

ALDERMEN:

DANIEL J. PURDY.	ALEX. W. MACRAE.
DOUGLAS McARTHUR.	ROBERT MAXWELL.
JOSEPH B. HAMM.	T. BARCLAY ROBINSON.
WALTER W. WHITE.	THOMAS MILLIDGE.
GEO. H. WARING.	WILLIAM CHRISTIE.
ISRAEL E. SMITH.	JOHN McMULKIN.
JAS. O. STACKHOUSE.	JOHN MCGOLDRICK.

SAMUEL TUFTS.

RECORDER:
CHAS. N. SKINNER, Q.C.

COMMON CLERK:	CHAMBERLAIN:
HERBERT E. WARDROPER.	FREDERICK SANDALL.

DIRECTOR PUBLIC WORKS:
A. CHIPMAN SMITH.

CITY ENGINEER:	HARBOUR MASTER:
HURD PETERS.	CHARLES S. TAYLOR.

OFFICERS

BOARD OF TRADE, 1898

SAINT JOHN, NEW BRUNSWICK.

PRESIDENT:

D. J. McLAUGHLIN.

VICE-PRESIDENT:

WILLIAM M. JARVIS.

SECRETARY:

F. O. ALLISON.

COUNCIL:

GEORGE ROBERTSON.

W. H. THORNE.

JOHN SEALY.

JOSEPH A. LIKELY.

WARD C. PITFIELD.

H. B. SCHOFIELD.

THOMAS GORMAN.

A. C. BLAIR.

W. FRANK HATHEWAY.

S. SCHOFIELD.

THOMAS McAVITY.

W. SHIVES FISHER.

T. H. ESTABROOKS.

HENRY A. DRURY.

GEORGE McKEAN.

FRANK P. STARR.

INTRODUCTORY

A decorative border featuring a repeating pattern of stylized floral and scrollwork motifs, framing the title.

WHOEVER is in any respect interested in the carrying trade of the North Atlantic, or in the Import or Export Trade of Canada and the western and southern portions of the United States, will be interested in the contents of this little book.

It has been prepared under the auspices of the Board of Trade and Common Council of the City of Saint John, and sets forth clearly and impartially the commanding position of the Port of Saint John in respect to the winter trade of the vast region above mentioned.

The actual growth of Winter Port Trade in the last three years; the relative position of Saint John as compared with other North Atlantic Ports; the safety of navigation; the special facilities and advantages of Saint John; the promptness with which merchandise is forwarded by that route; the trade of the Port and other valuable information from official sources is here set down for the benefit of trade in general.

The views of the harbour and the plans which are incorporated with it will be found of material assistance in forming an accurate knowledge of the Port itself and of its relative position.



in the
or in
da and
States,
ook.

of the
City of
lly the
ohn in
above

he last
ohn as
safety
ges of
andise
rt and
is here

ch are
istance
t itself

SAINT JOHN, NEW BRUNSWICK

Copyright, 1898, in Canada and U. S., by
JOHN R. HAMILTON

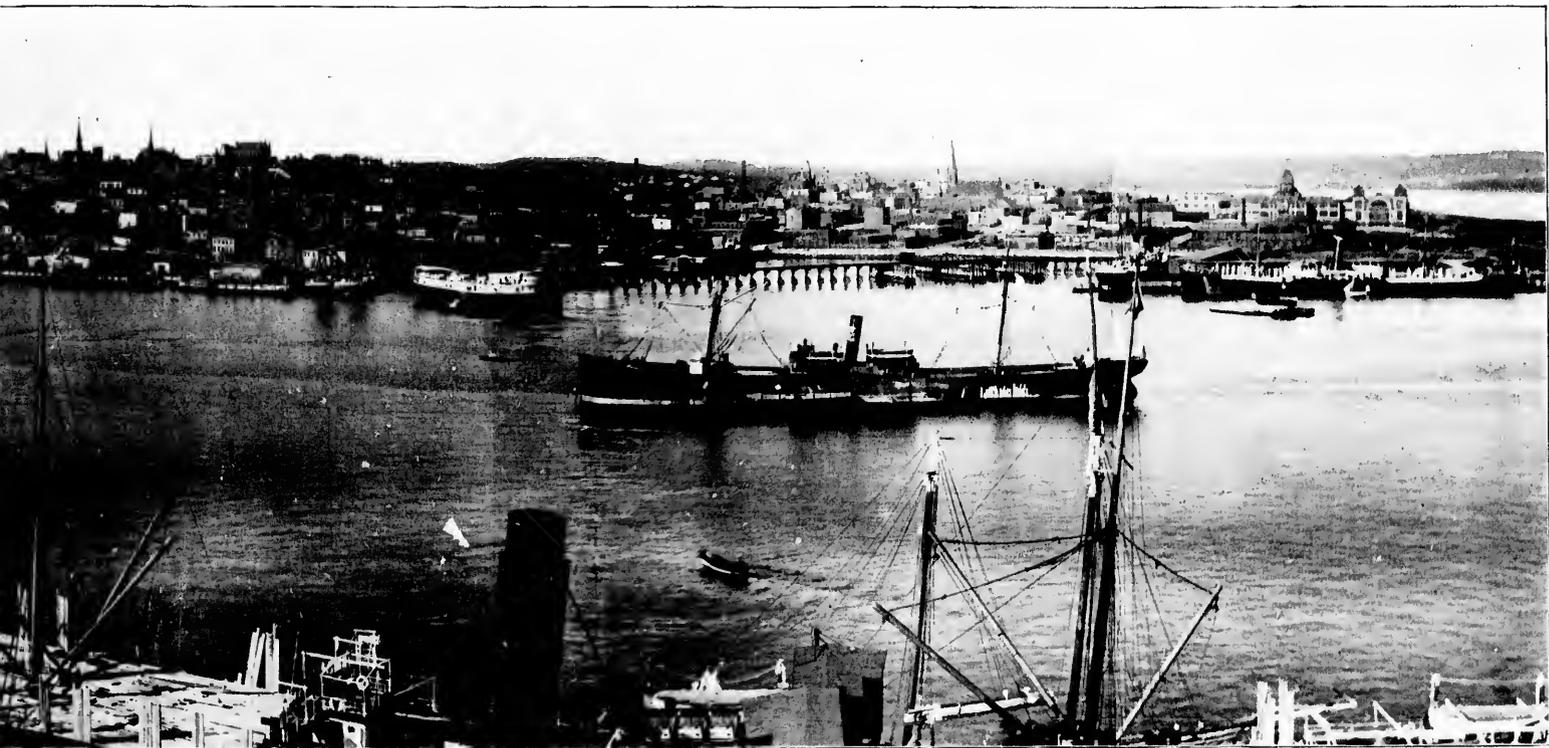


Entered according to Act of the Parliament of Canada in the year 1898,
by John R. Hamilton, in the Department of Agriculture.

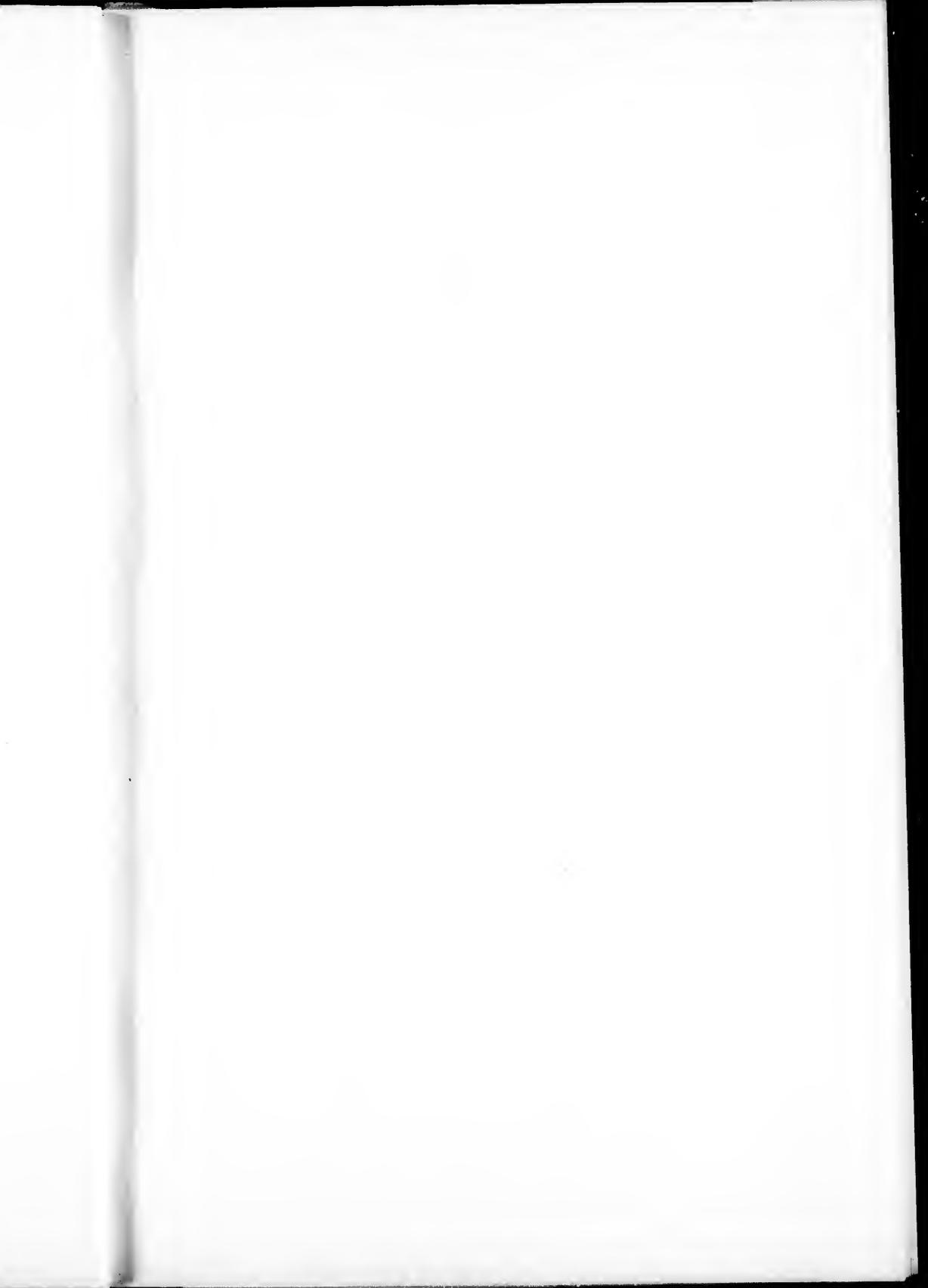
TAKEN FROM WEST SAINT JOHN; SHOWING CITY PRO

NEW BRUNSWICK, CANADA

Photographed by
BRUCKHOFF



SHOWING CITY PROPER ON EASTERN SIDE OF HARBOUR





CANTILEVER AND SUSPENSION BRIDGES, WITH FALLS, AT MOUTH OF RIVER SAINT JOHN
(CITY IN THE DISTANCE.)



co
Ca
th
ca
fo
tra
St
bu
of
sa
st
th
ha
th
sh

se
su
L
Jo
fr
m
te
w
S
an

CANADA'S WINTER PORT



THE RISE OF SAINT JOHN, N. B., to the position of the chief winter port of Canada is a very important fact in the recent great development of trade between the Dominion and the mother country. It has solved the problem of Canadian trade through Canadian channels. There is no longer any necessity, during the period when navigation is closed on the Saint Lawrence, to carry on the import and export trade of the country through foreign ports. It could not, of course, be expected that the trade which had for years been carried on through United States channels would be at once diverted to a Canadian port; but the rapid development of winter trade through the Port of Saint John in the last three years, the prompt despatch and safe carriage of every description of cargo, including live stock, dressed meats, dairy produce and eggs, and the fact that through rates via Saint John are as low as by any rival route, have established beyond question the claim of Saint John to the first place in the consideration of Canadian and British shippers and importers.

All this is comparatively recent history. It was only in the session of 1895 that the Canadian Parliament decided to subsidise lines of steamships to run between Saint John and Liverpool, and to enlarge the existing service between Saint John and London for the purpose of diverting Canadian trade from American ports. It was only in the year 1897 that the mail subsidy formerly given to steamship lines making their terminus at Portland, Maine, was entirely withdrawn. In the winter of 1896-97 subsidies were granted to lines running from Saint John to Liverpool, London, Glasgow, Belfast, and Dublin, and a like course was pursued in the following winter. This

Canada's
Winter
Port

How Trade
has Grown

How Trade year (1898) the port of Manchester is added to the list. A proposition has also been made to the government relative to a Bristol service. In view of these facts the following figures, showing the quantity and value of articles exported via Saint John by the subsidised steamship lines to British ports in the winter season of 1897-98, are significant:

Winter
Exports
1897-98

WINTER EXPORTS SAINT JOHN, N. B., 1897-98.

GRAIN.	<i>Bags.</i>	<i>Bushels.</i>	<i>Value.</i>
Wheat,		947,174	\$881,896
Oats,	1,160	1,565,481	474,861
Corn,		551,704	163,225
Rye,		139,163	96,350
Peas,	1,738	322,363	143,371
Beans,	2,723	.....	6,374
Buckwheat,	200	19,925	8,320
Barley,		37,511	16,736
	<u>5,821</u>	<u>3,583,321</u>	<u>\$1,791,133</u>
5,821 bags of Grain estimated at			
	3½ bushels per bag,	<u>20,373</u>	
	Total bushels Grain,	<u>3,603,694</u>	
FLOUR AND MEAL.			
Packages,		<u>201,256</u>	589,417
LIVE STOCK.			
		<i>Number.</i>	
Cattle,		7,844	414,775
Sheep,		4,843	24,215
Horses,		391	38,425
Total Live Stock,		<u>13,078</u>	
LUMBER.			
		<i>Superficial Feet.</i>	
Deals, Boards, etc.,	13,753,974		143,782
Other Lumber,			31,324
HAY,			
		<i>Tons.</i>	
.....		<u>4,530</u>	<u>35,651</u>
Carried forward,			\$3,068,722

AS A CANADIAN WINTER PORT

	<i>Brought forward,</i>	\$3,068,722	Winter Exports 1897-98
OTHER GOODS.	<i>Packages.</i>		
Cheese,	59,719	454,978	
Butter,	6,992	87,765	
Eggs,	9,460	40,935	
Meats,		392,062	
Pulp,		129,803	
Liquors,		11,955	
Manufactures,		222,333	
Clover Seed,		35,858	
Apples,		57,224	
Lard,		14,372	
Sundries,		322,761	
	Grand Total,	<u>\$4,838,768</u>	

The outward cargoes included not only Canadian produce and live stock, but cattle, dressed meats, grain and provisions from Chicago, flour from Minneapolis, cotton from the south, and other cargo from United States sources, while more or less of the inward cargo was destined for points in the western states. This fact is very significant, establishing beyond dispute the favourable situation of Saint John, with its railway and steamship connections, as a competing port for the trade of a territory embracing not only Canada but a large section of the United States.

The distance from Liverpool to Chicago by way of Saint John is shorter than by way of New York.

The exports tabulated above were carried by fifty-seven steamers. Those of the Beaver Line made twenty trips to Liverpool; the Donaldson Line ten to Glasgow; the Allan-Thomson Line ten to London; the Furness Line nine to London; the Ulster Steamship Line eight to Belfast and Dublin.

In the winter of 1896-97 there were only forty-six steamer sailings, and in the winter of 1895-96 only thirty-six — compared with fifty-seven in 1897-98. Each year the proportion of Saint John lumber carried by the steamers decreased because of the steadily and rapidly increasing quantities of western produce offered.

A
Comparison

A Comparison Another method of comparing the business of 1897-98 with that of the preceding season (1896-97) presents a very significant contrast. The total outward tonnage of freight carried by subsidised trans-Atlantic steamers from Saint John in the winter season of 1897-98 was 126,622 tons, compared with 77,000 tons in the like period in 1896-97; and the inward tonnage of freight was nearly trebled in the same period.

The quantity of grain carried in the former season was, as shown in the foregoing table, 3,603,694 bushels. In the season of 1896-97 the total was only 1,436,125 bushels. The items of cheese and butter, meats, provisions, oatmeal, wood pulp, sugar and glucose, asbestos, furniture, and other merchandise also show a marked increase.

Two Notable Facts An important development of the last season's business was the triumphant test of the adaptability of the port for the trade in dressed meats. Quantities went forward via Saint John not only from Ontario but from Chicago and Kansas City, the result being most satisfactory.

The climatic conditions were pronounced by those interested to be so favourable for trans-shipment, that Saint John had in this very important respect a decided advantage over ports farther south, for the reason that dressed meats by this route reached their destination in a more marketable condition.

An especially notable fact for the consideration of ship-owners is that Saint John is a great lumber shipping port, and that there is always lumber available for cargo. The total lumber shipments from Saint John to Europe in 1897 were in round numbers 245,000,000 superficial feet in one hundred and ninety-two vessels; and to the United States and other foreign countries 96,000,000 superficial feet—a grand total of lumber shipments for the year of 341,000,000 superficial feet, valued at \$3,938,401.

Railway Connections Saint John is the Atlantic terminus of the Canadian Pacific Railway, with its direct line across the continent, its extensive branch lines and numerous connections traversing the whole western and southern portion of the continent. The port is also one of the Atlantic termini of the Intercolonial Railway,

1897-98
ts a very
f freight
int John
compared
and the
he same

n was, as
In the
ls. The
al, wood
her mer-

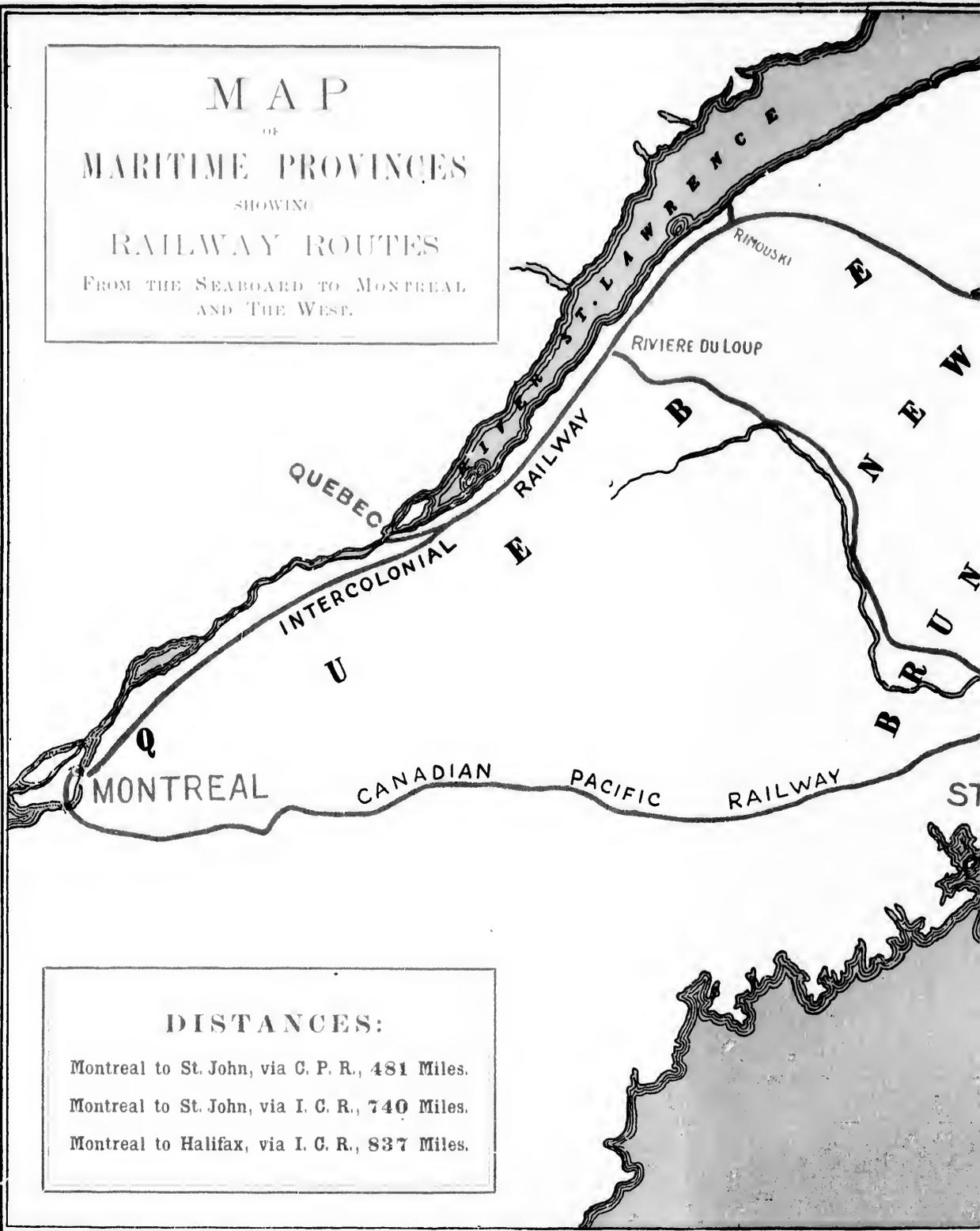
business
port for
ward via
ago and

he inter-
int John
age over
eats by
rketable

of ship-
ng port,
o. The
in 1897
in one
ates and
a grand
super-

Pacific
xtensive
e whole
port is
ailway,

M A P
OF
MARITIME PROVINCES
SHOWING
RAILWAY ROUTES
FROM THE SEABOARD TO MONTREAL
AND THE WEST.



DISTANCES:

Montreal to St. John, via C. P. R., 481 Miles.

Montreal to St. John, via I. C. R., 740 Miles.

Montreal to Halifax, via I. C. R., 837 Miles.



C

NEW BRUNSWICK

I.C.R.Y.

MONCTON

FREDERICTON

ST. JOHN'S

I.C.R.Y.

PRINCE EDWARD ISLAND

NORTHumberland

CHARLOTTETOWN

STRAIT

CAPE BRITON ISLAND

SYDNEY

I.C.R.Y.

I.C.R.Y.

NOVA SCOTIA

S

HALIFAX

BAY OF FUNDY ROUTE TO GREAT BRITAIN

WAY

whi
rail
Gra
line
rea
ext
Sta
Bos
fac
S
line
of
the
the
rai
and
sho
the
tw
via
po
Pe
ra
Li
ro
pc
we
is
in
ro
jo
sl
st

which has lately secured a line that gives it entry over its own rails to Montreal, where connection is made with the whole Grand Trunk system. There is a third route, the Temiscouata line, by which, with its connections, Montreal may also be reached from Saint John. A fourth line, the Shore Line, extends from Saint John to Saint Stephen, on the United States border, and is to be continued to Portland, Maine, and Boston, Mass. The latter two routes are, however, not as yet factors in competitive traffic.

Railway
Connections

Saint John is exceptionally well served by the two great lines first mentioned, which bring it into close touch with all of Western Canada and the Western and Southern States, the trade of which contributes to these lines. It will be seen, therefore, that Saint John does not depend upon one line of railway.

While Saint John, as compared with Halifax, has two hundred and fifty miles longer ocean voyage from Liverpool, it has a shorter railway haul of three hundred and fifty-six miles, by the Canadian Pacific Railway, to Montreal, and is served by two distinct competitive lines of railway.

Compara-
tive
Distances

By actual experience merchandise shipped from Liverpool via Saint John reaches Montreal, Toronto, and other western points more quickly than goods shipped at the same time via Portland. Having in mind its connection with two great railway systems, Saint John has clearly a great advantage.

A comparison of distances and times of transit between Liverpool and Chicago, by the New York and Saint John routes respectively, illustrates most emphatically the favourable position of Saint John as a competitor for the trade of the far west.

The actual distance from Liverpool via Saint John to Chicago is twenty-four miles less than the distance via New York, while in point of time consumed in transit of goods the Canadian route has a still greater advantage.

The shorter railway haul from New York to Chicago is joined to a longer ocean voyage from Liverpool, and therefore slower time is made on the New York route. Assuming steamers and trains on the two routes to be of the same

Compara-
tive
Distances

relative speed, the Saint John route is decidedly the faster of the two. It is not necessary to dwell upon the importance of this fact in modern transportation service.

For convenient reference the reader will find the following table of ocean distances of very great value. It was prepared by Captain W. H. Smith, R.N.R., a well known authority on nautical affairs, and is, therefore, official and authoritative:

TABLE OF DISTANCES
BETWEEN VARIOUS PORTS IN EUROPE AND IN CANADA AND THE
UNITED STATES OF AMERICA.

No.	Miles.
1	Liverpool to Quebec..... <i>via</i> North of Ireland and Belle Isle.... 2,633
2	do " do Cape Race.... 2,801
3	do " South of Ireland and Cape Race.... 2,826
4	Liverpool to Chatham..... " North of Ireland and Belle Isle.... 2,398
5	do " do Cape Race.... 2,503
6	do " South of Ireland and Cape Race.... 2,528
7	Liverpool to North Sydney.. " North of Ireland 2,282
8	do " South of Ireland 2,307
9	Liverpool to Louisburg..... " North of Ireland 2,274
10	do " South of Ireland 2,299
11	Liverpool to Halifax..... " North of Ireland and Cape Race.... 2,450
12	do " South of Ireland and Cape Race.... 2,475
13	do " do Flemish Cap.... 2,546
14	do " South of Ireland and South New- foundland Bank 2,619
15	Liverpool to St. John " North of Ireland and Cape Race. . . 2,700
16	do " South of Ireland and Cape Race.... 2,723
17	do " do Flemish Cap.... 2,788
18	do " South of Ireland and South New- foundland Bank 2,843
19	Liverpool to Portland, Me.. " North of Ireland and Cape Race.... 2,765
20	do " South of Ireland and Cape Race.... 2,789
21	do " do Flemish Cap.... 2,847
22	do " South of Ireland and South New- foundland Bank 2,906
23	Liverpool to Boston..... " North of Ireland and Cape Race.... 2,807
24	do " South of Ireland and Cape Race.... 2,830
25	do " do Flemish Cap.... 2,894
26	do " South of Ireland and South New- foundland Bank 2,958
27	Liverpool to New York..... " South of Ireland and Cape Race.... 2,434 (This is the shortest distance that can be made.)
28	do Direct — not calling at Queenstown.... 3,103

This is the distance given by the Cunard Company on the route taken by their Steamers, but the distance varies a little upon each voyage.

No.
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75

AS A CANADIAN WINTER PORT

Table of Distances

No.		Miles.
29	Liverpool to New York Average distance	3,105
30	Glasgow to Quebec <i>via</i> North of Ireland and Belle Isle	2,564
31	do " do Cape Race	2,732
32	Glasgow to Chatham " do Belle Isle	2,329
33	do " do Cape Race	2,434
34	Glasgow to North Sydney	2,212
35	Glasgow to Louisburg	2,205
36	Glasgow to Halifax	2,381
37	Glasgow to St. John	2,631
38	Glasgow to Portland, Me.	2,696
39	Glasgow to Boston	2,738
40	Glasgow to New York	2,941
41	Loch Ryan to Quebec <i>via</i> Belle Isle	2,513
42	do " Cape Race	2,681
43	Loch Ryan to Chatham " Belle Isle	2,278
44	do " Cape Race	2,383
45	Loch Ryan to North Sydney	2,161
46	Loch Ryan to Louisburg	2,154
47	Loch Ryan to Halifax	2,330
48	Loch Ryan to St. John	2,580
49	Belfast to Quebec <i>via</i> Belle Isle	2,521
50	do " Cape Race	2,689
51	Belfast to North Sydney	2,169
52	Belfast to Louisburg	2,162
53	Belfast to Halifax	2,340
54	Belfast to St. John	2,590
55	Dublin to Quebec <i>via</i> North of Ireland and Belle Isle	2,619
56	do " South of Ireland and Cape Race	2,787
57	Dublin to Halifax	2,409
58	Dublin to St. John	2,659
59	Milford Haven to Quebec <i>via</i> Belle Isle	2,587
60	do " Cape Race	2,706
61	Milford Haven to Chatham	2,408
62	Milford Haven to North Sydney	2,186
63	Milford Haven to Louisburg	2,179
64	Milford Haven to Halifax	2,353
65	Milford Haven to St. John	2,693
66	London to Halifax	2,723
67	London to St. John	2,973
68	London to Portland, Me <i>via</i> Cape Race	3,033
69	Antwerp to Halifax	2,767
70	Antwerp to St. John	3,017
71	Cape Race to Halifax	470
72	Cape Race to St. John	720
73	Sable Island to Halifax	169
74	Sable Island to St. John	393
75	Halifax to St. John	277
76	Halifax to Portland	336
77	Quebec to Montreal (Market Wharf, Quebec, to Allard Wharf, Montreal) 140	

fastest of
distance of
following
prepared
priority on
ve:

D THE

Miles.
... 2,633
... 2,801
... 2,826
... 2,398
... 2,503
... 2,528
... 2,282
... 2,307
... 2,274
... 2,299
... 2,450
... 2,475
... 2,546
New-
... 2,619
... 2,700
... 2,723
... 2,783
ew-
... 2,843
... 2,765
... 2,789
... 2,847
ew-
... 2,906
... 2,807
... 2,830
... 2,894
ew-
... 2,953
... 2,934
e made)
... 3,103
by their

Saint John's
just claim

The rise of Saint John to the proud position it occupies to-day is not merely fortuitous. It is simply a verification of the justice of claims put forward for half a century. About forty years ago, or nearly ten years before the British Provinces united to form the Dominion of Canada, and before either the Intercolonial or Canadian Pacific railways gave the people access to the western provinces, the late Hon. JOHN BOYD, addressing the Saint John Chamber of Commerce, said:

"Looking at our position with regard to Lower Canada, Saint John must yet become the winter port of that country, in order to prepare for it. Portland has already taken from us a portion of that trade, and the geographical and political bearings of our province with Canada render it desirable that this trade should not extend in that direction. We look forward to the early action of Great Britain in adopting as her own the contemplated scheme of uniting the eastern and western hemispheres by the Atlantic and Pacific railroad. Our connection with Canada will place us in a direct line with this great work, and Saint John in a few years may thus rise to the position of "THE LIVERPOOL OF AMERICA."

The phrase, "the Liverpool of America" was flung in scorn from many a political platform as years passed, but the geographical position of Saint John and its adaptability to the purposes of a great ocean port were unassailable. In time the provinces were confederated and the Intercolonial Railway was constructed. Then came the great Canadian Pacific Railway, making its Atlantic terminus at Saint John. A small elevator was constructed, which has since been enlarged to a capacity of over a million bushels. The citizens taxed themselves to provide terminal facilities, and within a few years have expended three quarters of a million dollars, providing a number of berths for steamers at the Canadian Pacific terminus, adjoining the elevator. Still later, within the last year, came the extension of the Intercolonial Railway, by the purchase of the Drummond County Railway from Point Levis into Montreal, and the voting by the Canadian

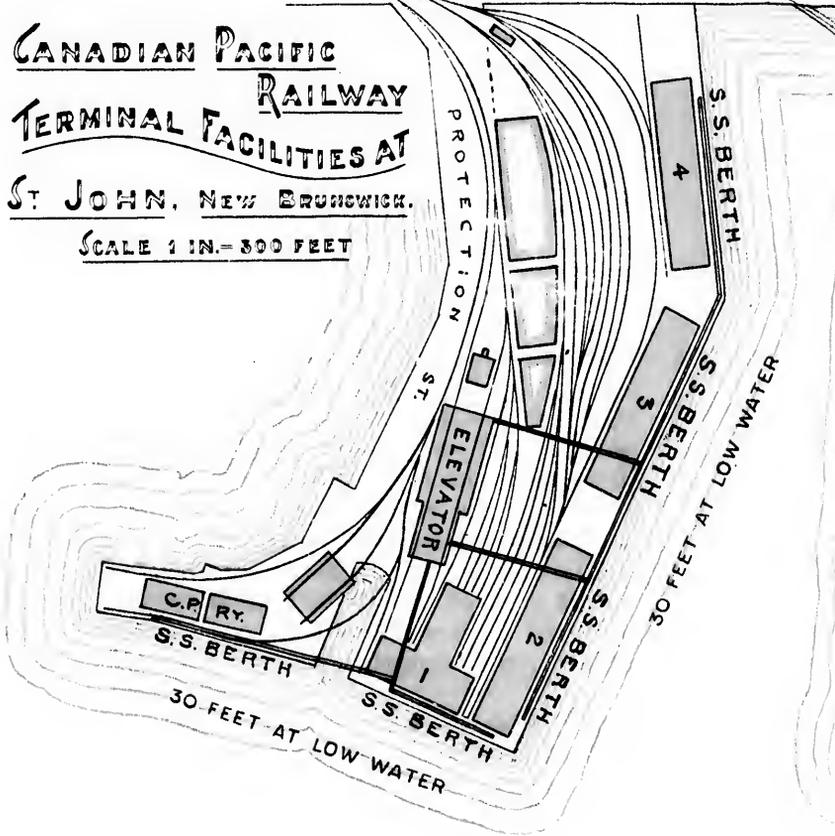
occupies
ification
century.
British
da, and
railways
the late
nber of

anada,
untry,
om us
blitical
sirable
We
in in
niting
e and
ce us
hn in
RPOOL

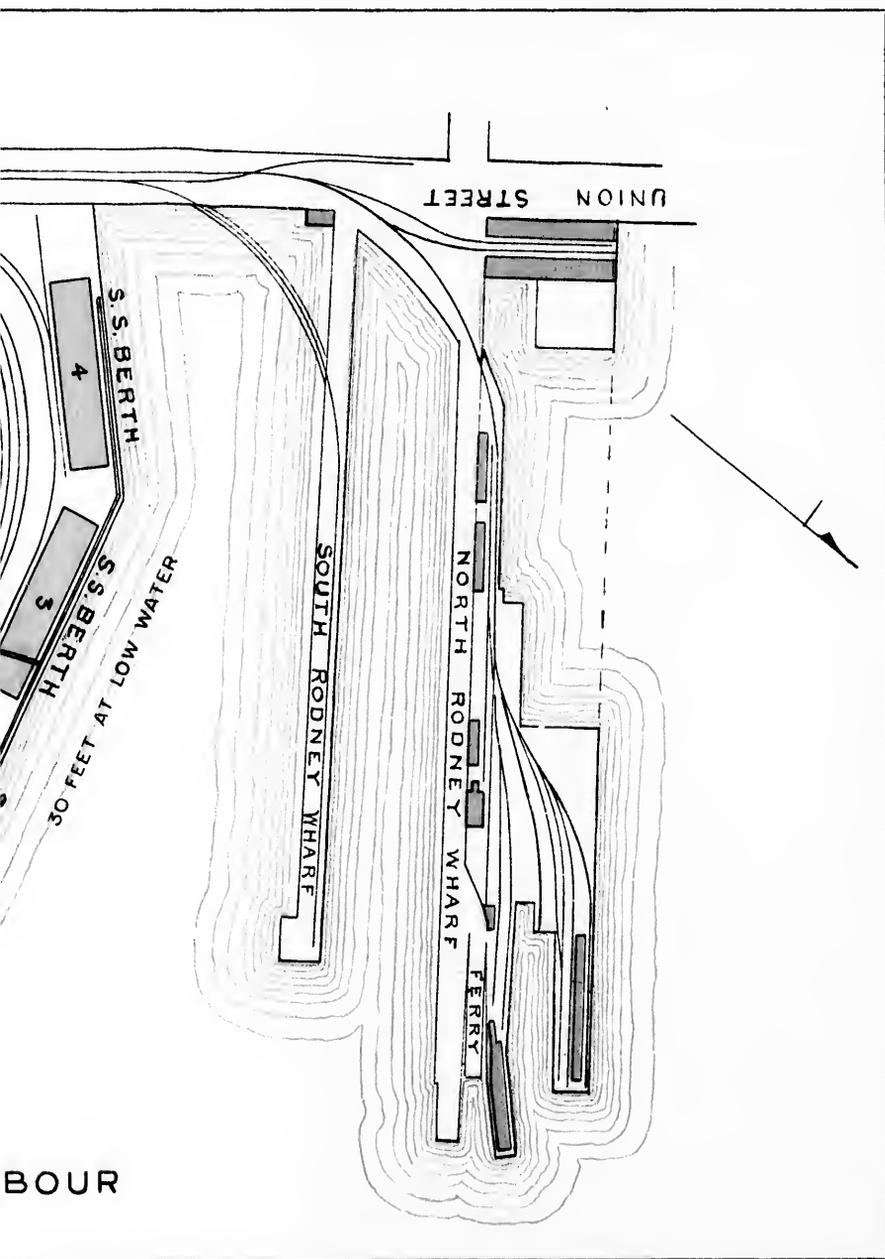
ung' in
ed, but
bility to
In time
Railway
Pacific
nn. A
nlarged
s taxed
w years
oviding
Pacific
he last
ay, by
a Point
anadian

**CANADIAN PACIFIC
RAILWAY
TERMINAL FACILITIES AT
ST. JOHN, NEW BRUNSWICK.**

SCALE 1 IN. = 300 FEET



SAINT JOHN HARBOUR



1
S
ju

Parl
ware
of S
a f
all,
In
thre
por
wha
Sain
situ
han
is
stan
fact
T
stre
is
cou
for
han
eig
the
wic
to
are
wh
th
Jo
Th
to
m
du
th
B
ne
P
de

Parliament of \$325,000 to be spent in providing wharf, warehouse and elevator facilities at the head of the harbour of Saint John; and the Minister of Railways stated that a further sum, making half a million dollars or more in all, would be expended to make the facilities complete.

Saint John's
just claim

In the meantime, as already noted, the experience of three winters with lines of steamers running to British ports has established beyond the faintest shadow of doubt what the people of the city have so long urged—that Saint John is a safe port, easy of access, advantageously situated, and possessing exceptional facilities for the safe handling and prompt despatch of cargoes. When to these is added the consideration of its claim from the national standpoint, the conclusion is irresistible. Saint John is, in fact and by right, **THE WINTER PORT OF CANADA.**

The easy approach to the Port of Saint John by sea, speaks strongly in its favour. No port along the north Atlantic coast is more easy of access in all weathers. There is a straight course from Briar Island, at the mouth of the Bay of Fundy, for sixty miles to Partridge Island at the mouth of Saint John harbour. The entrance to the bay by the south channel is eighteen miles wide at its narrowest part, and from that point the bay widens immediately to thirty-five or forty miles, which width, free from obstruction of any kind, it holds all the way to Saint John. There is no field ice in the bay. The shores are high and bold, and there is a complete system of steam whistles and light stations.

A Port
Easy of
Access

Captains of long experience have stated over and over again that in a fog or bad weather they would rather make Saint John than any other port along the North Atlantic coast. The soundings are good all the way from Cape Sable Bank to Saint John, in a clear channel of one hundred and eighty-two miles on a direct course, and a vessel can therefore proceed during the densest fog that ever enveloped the coast. Leaving the usual track of Atlantic steamers bound for Portland or Boston a few miles farther west of Cape Sable than is strictly necessary to enter the bay, there is then a straight course to Partridge Island. Arrived at the Island, if the ship is of deep draught and has to wait for the tide, she can anchor

A Port
Easy of
Access

off the Island, where there is excellent holding ground, or she can lay off and on, there being plenty of sea room. There is nineteen feet of water in the main channel entering the harbour at low water, spring tides. A ship drawing twenty-seven feet can enter at three hours flood. The Canadian Government is now making arrangements for dredging the channel at the harbour entrance, and as soon as the work is completed the largest vessels will be able to enter at all times of tide. The harbour of Saint John has never been frozen, in all its history, which cannot be said of any other harbour north of Hatteras.

Two facts may be noted here in evidence of the safety of the navigation of the Bay of Fundy. First, the vessels of the International Steamship Company, which have been running between Saint John and Boston for nearly forty years, making in summer four to seven trips per week each way, and in winter two, carrying passengers and freight, have never lost a life in all that time. Second, passenger steamers are continually running between Saint John and western Nova Scotia, and have never lost a life.

These facts prove that where proper care is taken neither fog nor snow interferes with steam vessels in their passage to or from the harbour of Saint John.

No delays
through
Fog

The Bay of Fundy, in common with the whole north Atlantic coast, is visited to some extent by fogs. They are not worse or of longer duration here than elsewhere, and, as the record shows, they do not interfere with the progress of vessels to and from Saint John. Fogs are very rare in winter. One more proof of this may as well be given just at this point. Of the fifty-three steamers that took cargo at Saint John last winter, not one suffered an hour's delay on account of fog. Such periods of fog as there are in winter are of very brief duration; and, as already pointed out, they do not cause delay. There is plenty of sea room, the soundings in the bay are good, and only the most inexcusable carelessness could prevent a vessel from going in or out in perfect safety. In summer, when fogs are rather more frequent than in winter, tramp steamers, coming for deal cargoes, and whose captains have never visited the port before, enter the bay without

hesitation in a fog, and, without taking a pilot, proceed with perfect confidence and safety.

During the summer there is a large fleet of these steamers sailing from Saint John, and it is not uncommon to see a dozen or more of them in port at one time.

But, after all, official figures are perhaps most convincing, and for the benefit of any who may labor under a misapprehension the following statement from the official record of the keeper of the Partridge Island light and fog whistle is given. It gives the number of hours the fog alarm on Partridge Island, at the mouth of Saint John harbour, was in operation on account of fog during the months from December to April, inclusive, in each year since 1890:

No delays
through
Fog

YEAR.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	DECEMBER.
1890	.....	.....	.....	.....	5h. 15m.
1891	2h.	25h.	9h. 10m.	31h. 20m.	17h. 45m.
1892	8h. 5m.	.....	10h. 15m.	41h. 50m.	.....
1893	.... 45m.	.....	.....	17h. 45m.	7h.
1894	.... 40m.	.....	33h. 35m.	80h. 45m.	.....
1895	.....	.....	13h. 25m.	40h. 45m.	9h. 30m.
1896	.....	8h. 40m.	15h.	26h. 30m.	6h. 30m.
1897	23h. 40m.	9h. 55m.	6h.	86h. 35m.	26h. 35m.
1898	14h. 35m.	5h. 20m.	46h. 10m.	9h. 45m.	.....
	49h. 45m.	48h. 55m.	133h. 35m.	335h. 15m.	70h. 35m.

It will be noted that in April, the month showing the most fog, the whistle was sounded, on that account, during eight years, three hundred and thirty-five hours and fifteen minutes, an average of forty-one hours and fifty minutes per month.

Taking the five months for the eight years, the whole period of fog was six hundred and thirty-eight hours and five minutes, an average for forty months of a little less than sixteen hours per month. It may be added that in a hand-book

Saint John
Harbour

published in 1887 by the Board of Trade a similar summary was given for the months November to April inclusive for seventeen years (1870 to 1886 inclusive) and it showed an average of nineteen hours and twenty-two minutes per month.

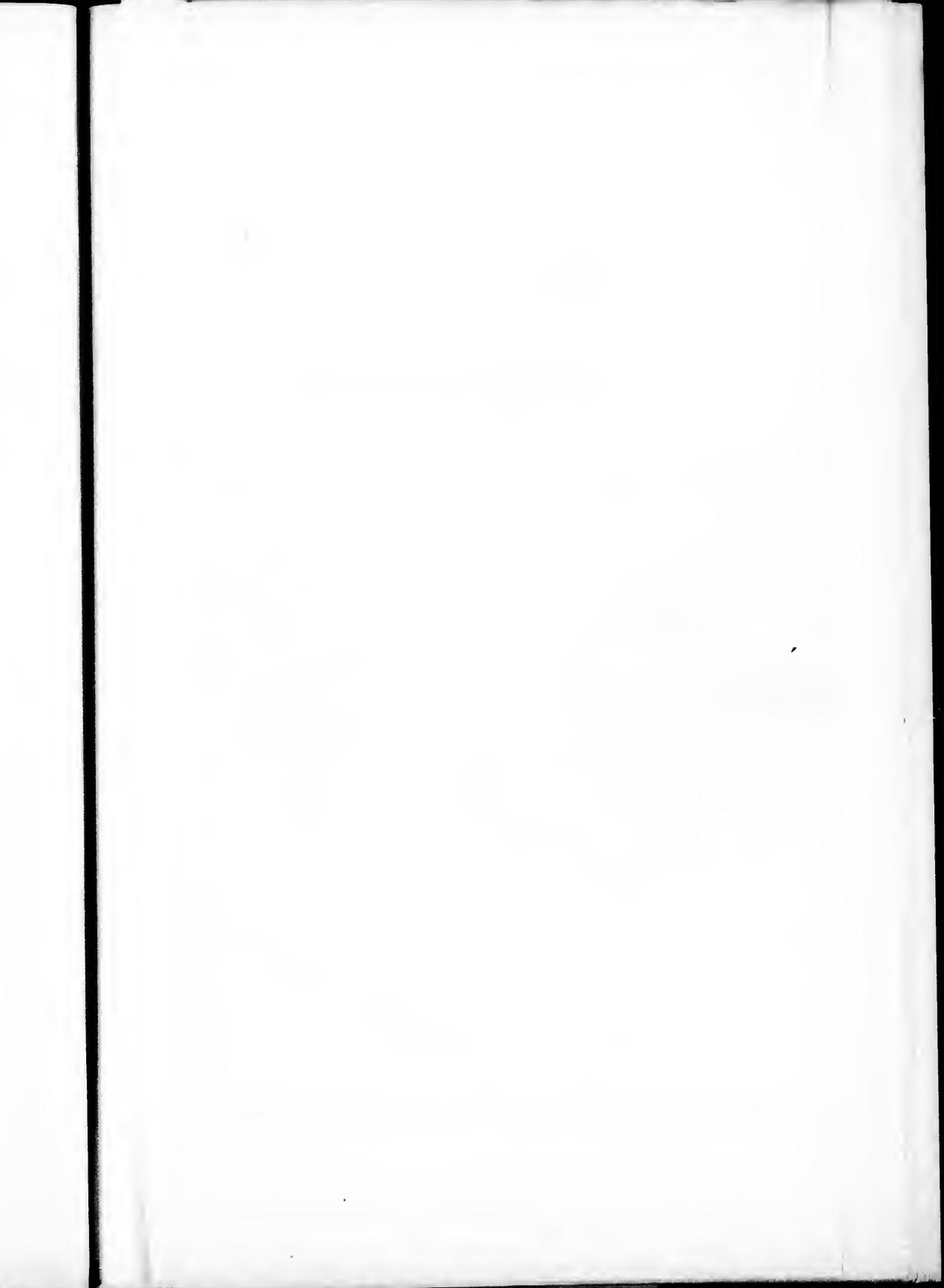
As already stated, vessels drawing twenty-seven feet of water can enter Saint John harbour at any time after high tide, and the channel is to be dredged to admit vessels of the largest size at any time of tide. The depth of the harbour itself varies from six to fifteen fathoms. At the Canadian Pacific terminus, beside the elevator, five steamship berths have been provided, with twenty-seven to thirty feet of water at dead low tide. By doing a little more dredging and simply constructing a wharf, four more berths can be secured, and in this vicinity there is ample scope for much more extended improvements.

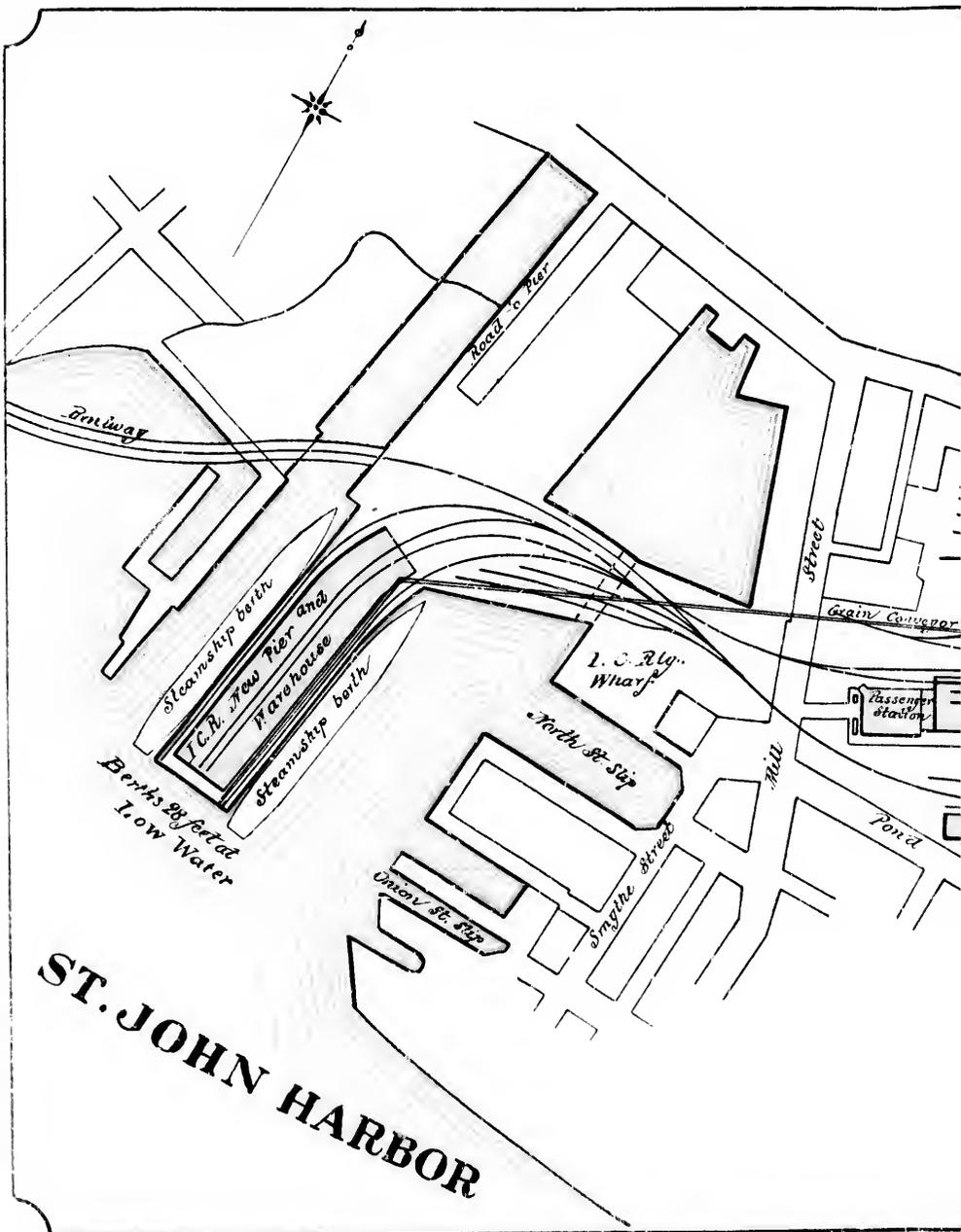
On the opposite side of the harbour, served by the Intercolonial Railway, are three berths for steamers of moderate dimensions, and at one of these wharves there is thirty-two feet of water at dead low tide. Here, also, additional accommodation can be provided. It is along this part of the harbour front that the London, West India, Boston and other smaller steamer lines have their berths, and the coasting schooners, coal vessels and the like.

Large sailing vessels and tramp steamers also lie along the wharves on the eastern side to load deals, though most of these steamers, for convenience of loading from lighters, prefer to lie in the stream.

At the head of the harbour the principal Intercolonial Railway terminus for winter business is located. As already noted, about half a million dollars will be expended there in providing facilities. The plans elsewhere shown in this book have been perfected and the work is now in progress. The present plans provide for berths for two of the largest ocean steamships, with elevator, warehouses, stock yards and all necessary equipment for the most prompt and easy handling of ocean trade. There is ample scope for the provision of more steamship berths whenever they are required.

The attention of the reader is directed to the plan of Saint John harbour, the photographic views of it, and the





ST. JOHN HARBOR



Penway

Road to Pier

Steamship berth
T.C. New Pier and Warehouse
Steamship berth

Berths subject at Low Water

L. C. Ry. Wharf

North St. Slip

Union St. Slip

Smythe Street

Mill Street

Street

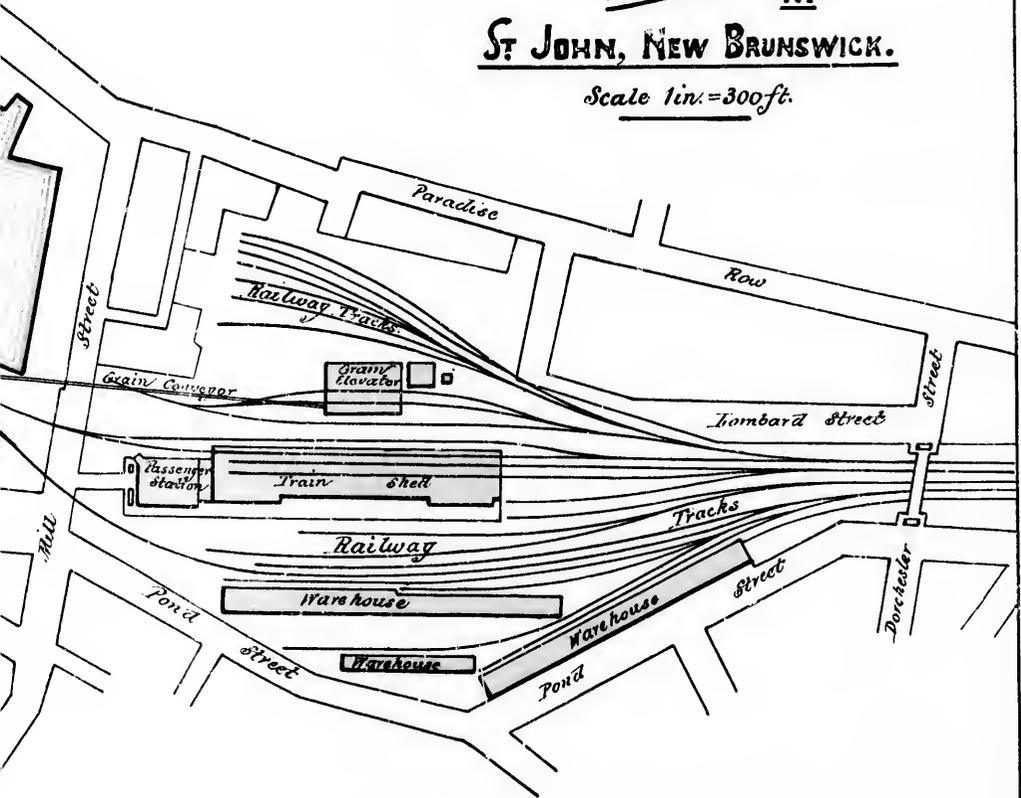
Gain Conveyor

Passenger station

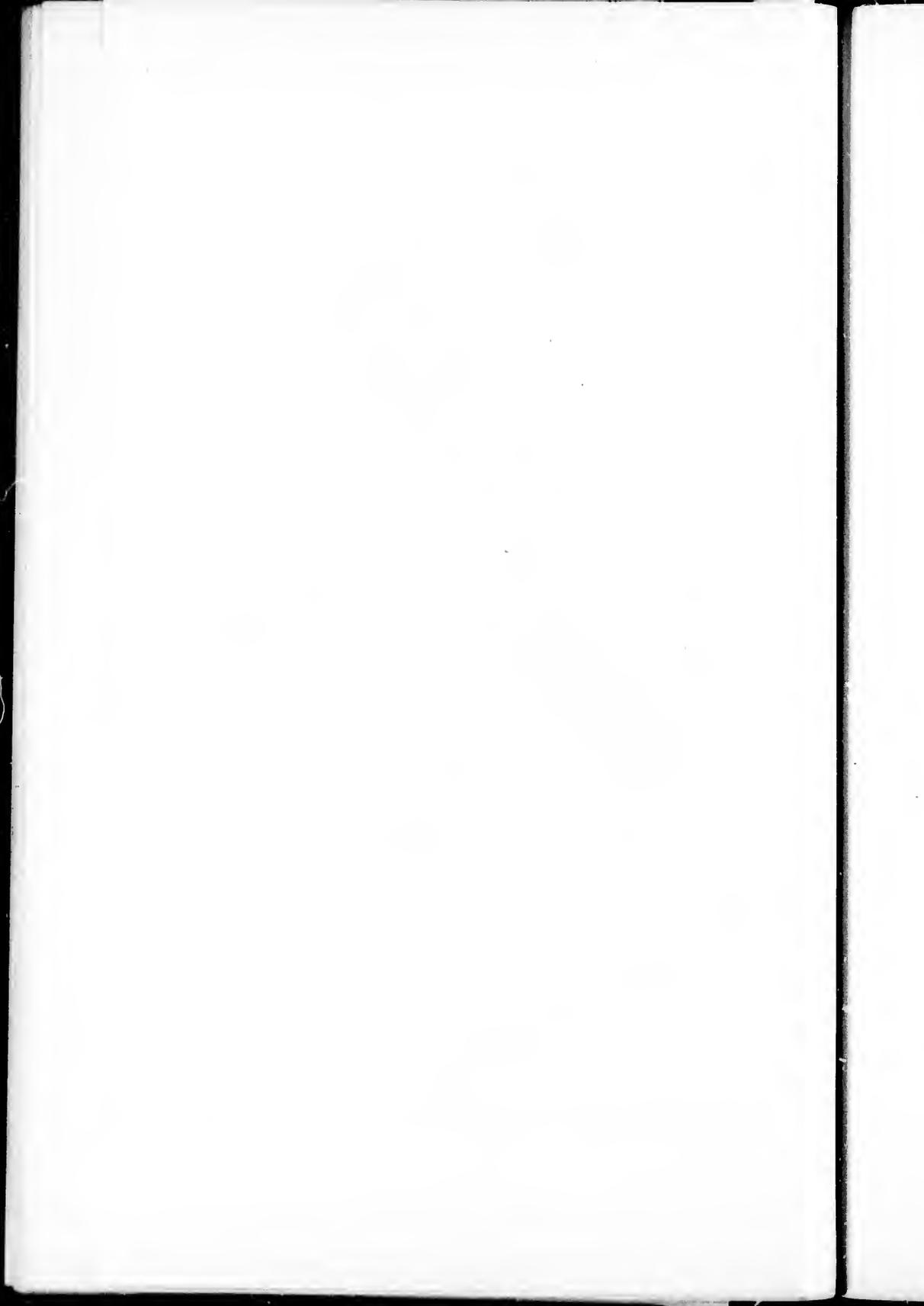
Tond

INTERCOLONIAL RAILWAY
OF CANADA.
PLAN SHOWING
TERMINAL FACILITIES
AT
ST JOHN, NEW BRUNSWICK.

Scale 1 in. = 300 ft.



A.C.S. 28/9/98.



plans of the terminal facilities at the Canadian Pacific and Intercolonial Railway wharves.

Speaking in general terms, there is at present ample accommodation in Saint John harbour to meet the immediate requirements of trade, and ample scope for an extension of the facilities to meet the demands of the future.

A Safe Port

The safety with which the Bay of Fundy is navigated at all times of the year is not a matter of mere assertion, but of indisputable record.

The following statement is official, having been compiled by a member of the customs staff from the official records in the Saint John Customs House. It shows the percentage of losses in the Bay of Fundy, which occurred during the ten years from 1887 to 1896, to sea-going vessels sailing from and to the Port of Saint John, N. B., to have been as follows :

- (1.) The percentage of loss of tonnage of steamers as compared with total tonnage of steam vessels entered and cleared is .0006 of 1%.
- (2.) The percentage of loss of tonnage of sailing vessels as compared with total tonnage of sailing vessels entered and cleared is .0017 of 1%.
- (3.) The percentage of loss of cargoes of steam vessels as compared with the total amount of imports and exports is .0003 of 1%.
- (4.) The percentage of loss of cargoes of sailing vessels as compared with the total amount of imports and exports is .0017 of 1%.
- (5.) The percentage of loss of tonnage of both steam and sailing vessels, as compared with total tonnage entered and cleared, is .0011 of 1%.

In the face of these figures there can be but one conclusion : that for safety to shipping the Bay of Fundy and the Port of Saint John occupy a pre-eminent position. Prejudice is completely disarmed by such a remarkable showing.

SAINT JOHN, NEW BRUNSWICK

A great
Shipping
Port

In the palmy days of wooden ships Saint John was fourth in the list of ship-owning ports in the Empire. The city was long famous as a builder of wooden ships. But that industry declined and finally ceased. Then the shipping men turned their attention to iron ships, and still later to steamships, built in the old country. The Battle Line, a group of modern freight steamships, is managed and owned in Saint John.

From an official statement of sea-going steam and sailing vessels and coastwise steamers arriving at and departing from the Port of Saint John from 1887 to 1897 inclusive, the following is compiled:

	<i>Number.</i>	<i>Tons.</i>
Steam vessels arrived.....	3,207	3,109,326
Sailing vessels arrived.....	18,094	2,727,189
Coastwise steamers arrived.....	3,851	1,559,479
Total.....	<u>25,152</u>	<u>7,395,994</u>

	<i>Number.</i>	<i>Tons.</i>
Steam vessels departed.....	2,939	2,791,113
Sailing vessels departed.....	18,708	2,963,622
Coastwise steamers departed.....	4,037	1,848,676
Total.....	<u>25,684</u>	<u>7,603,411</u>

SUMMARY.

	<i>Number.</i>	<i>Tons.</i>
Total arriving.....	25,152	7,395,994
Total departing.....	25,684	7,603,411
Grand total.....	<u>50,836</u>	<u>14,999,405</u>

The following statement of sea-going vessels arriving during the years 1887 and 1897 respectively, is given, because it shows how rapidly sailing is being replaced by steam tonnage in the ocean trade. The comparison is as follows:

1887.	<i>Number.</i>	<i>Tonnage.</i>	A great Shipping Port
Steamers	237	215,427	
Sailers	2,015	278,300	
Total	<u>2,252</u>	<u>493,727</u>	
1897.	<i>Number.</i>	<i>Tonnage.</i>	
Steamers	359	393,450	
Sailers	1,128	168,608	
Total	<u>1,487</u>	<u>562,058</u>	

The tonnage last year exceeded that of ten years before by 68,331 tons, though there were seven hundred and sixty-five less vessels arriving. The number of steamers arriving shows an increase of one hundred and twenty-two, and the sailers a decrease of eight hundred and eighty-seven.

The steam tonnage increased from 215,427 to 393,450 and the sailing tonnage decreased from 278,300 to 168,608 tons.

The customs records show that for the ten years, 1886 to 1895, inclusive, the average annual local exports from the port of Saint John were valued at \$3,744,907, and the local imports at \$3,808,866.

Trade of
Saint John

For the last three years an exact statement cannot be given, because no account is taken at the Saint John Customs House of the value of goods imported for points in the west, and no account is taken of the value of goods for export that are cleared at western points. But the following statement taken from the customs records, though incomplete, will give an idea of the rapid increase in export trade since the winter steamship service was inaugurated:

<i>Year.</i>	<i>Exports.</i>
1886-1895 (average).	\$3,744,907
1896	4,380,271
1897	5,750,575
1898	7,663,992

These figures are in each case for the fiscal year, ending June 30th.

Trade of
Saint John

But the reader must not forget that these figures for the last three years are incomplete, for the reason stated. That the total for 1898 must be more than \$7,663,992 is clear from the fact that the winter steamers alone took cargoes valued at nearly \$5,000,000, and the lumber exports for the year were valued at over \$3,000,000.

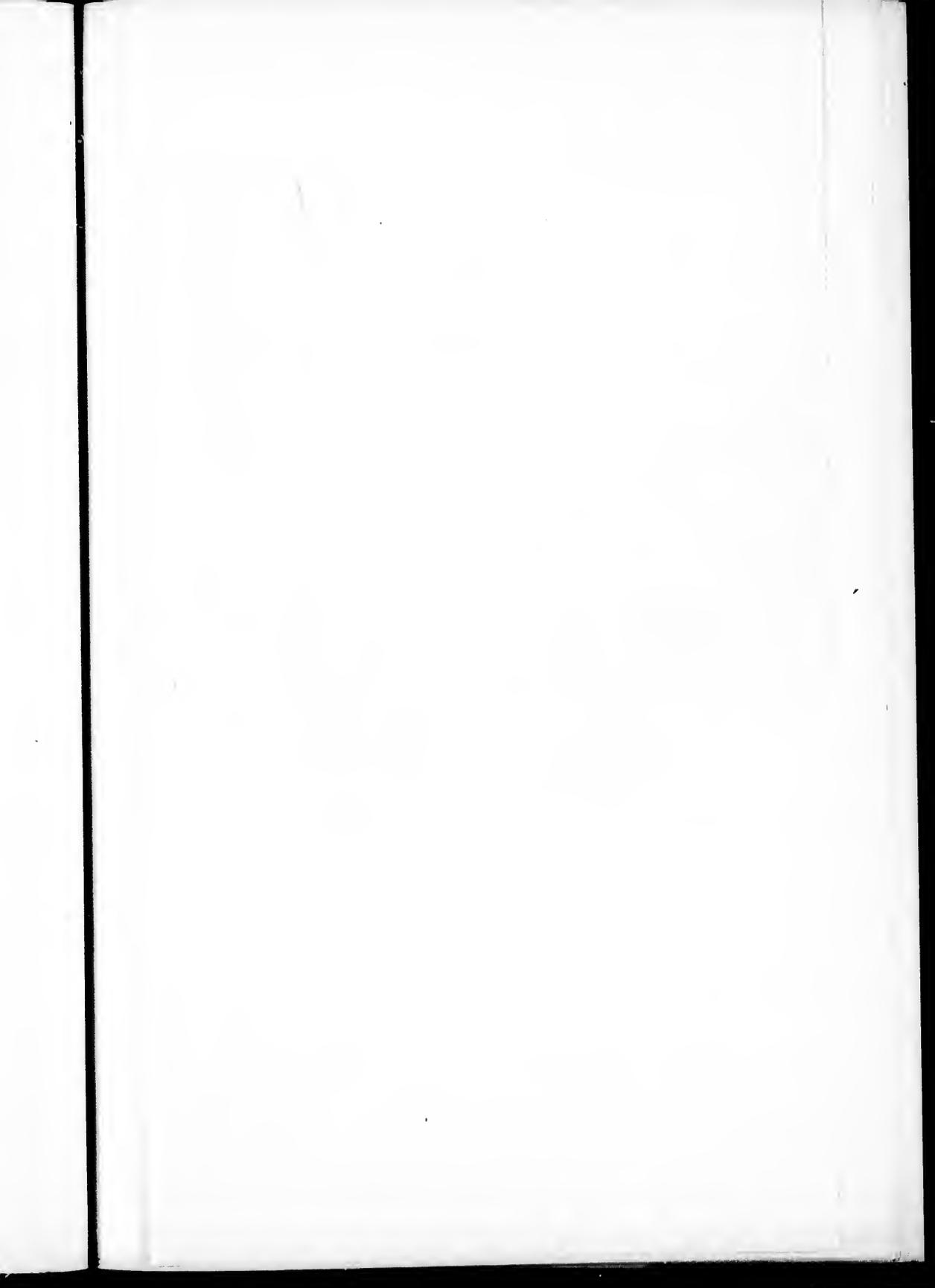
As to the imports, since most of the goods for the west do not figure in the Saint John customs returns, even an approximate estimate of value cannot be given. But, as already stated, the tonnage of imports by winter steamers has nearly trebled in three years.

The
Lumber
Trade

The total exports of lumber from Saint John last year were 341,000,000 superficial feet, of which 245,000,000 superficial feet went to trans-Atlantic ports. Taking the ten years previous to 1897, the average total exports were about 300,000,000 superficial feet per year, of which 160,000,000 superficial feet went to trans-Atlantic ports, principally to the British Islands; and 140,000,000 superficial feet to the United States, South America and other parts of the world. As an illustration of the wide range of this trade, it may be noted that in one week of the present season cargoes were cleared for the British Islands, France, North Africa, Argentine Republic, Australia, and the United States.

The following table shows the quantity of deals, etc., birch timber and pine exported from Saint John to trans-Atlantic ports alone during the past ten years:

YEAR.	DEALS, ETC. SUPERFICIAL FEET.	BIRCH TIMBER. TONS.	PINE TIMBER. TONS.
1888	154,897,068	5,844	457
1889	190,038,613	7,209	485
1890	136,792,583	5,082	1,740
1891	134,275,376	5,861	2,248
1892	138,529,725	8,370	2
1893	152,323,523	6,216	110
1894	149,462,494	4,041	116
1895	129,426,948	8,878	324
1896	168,059,970	10,860	128
1897	245,539,358	8,155	92

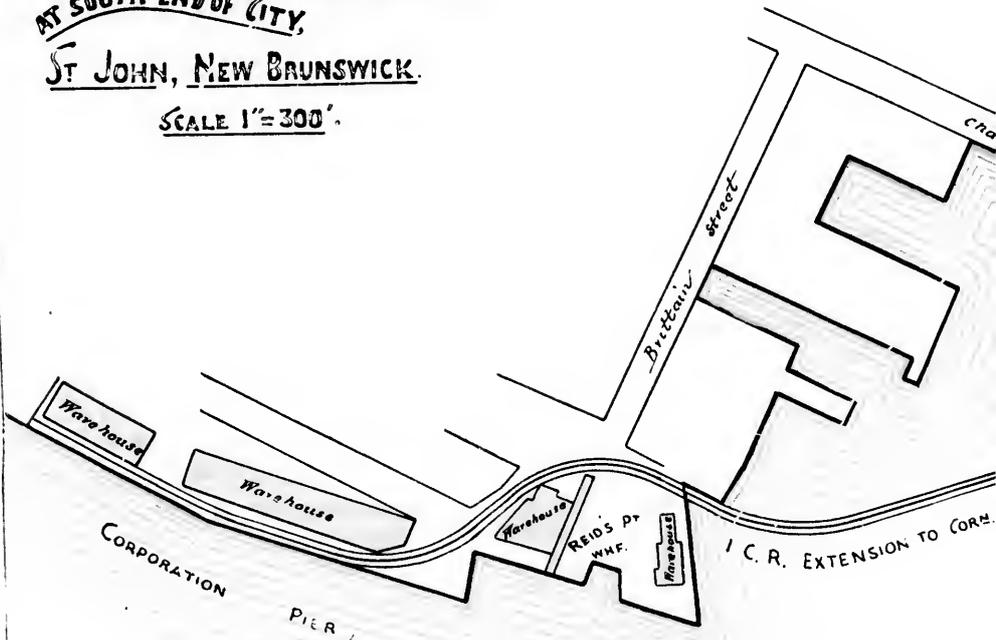


INTERCOLONIAL RAILWAY
OF CANADA.

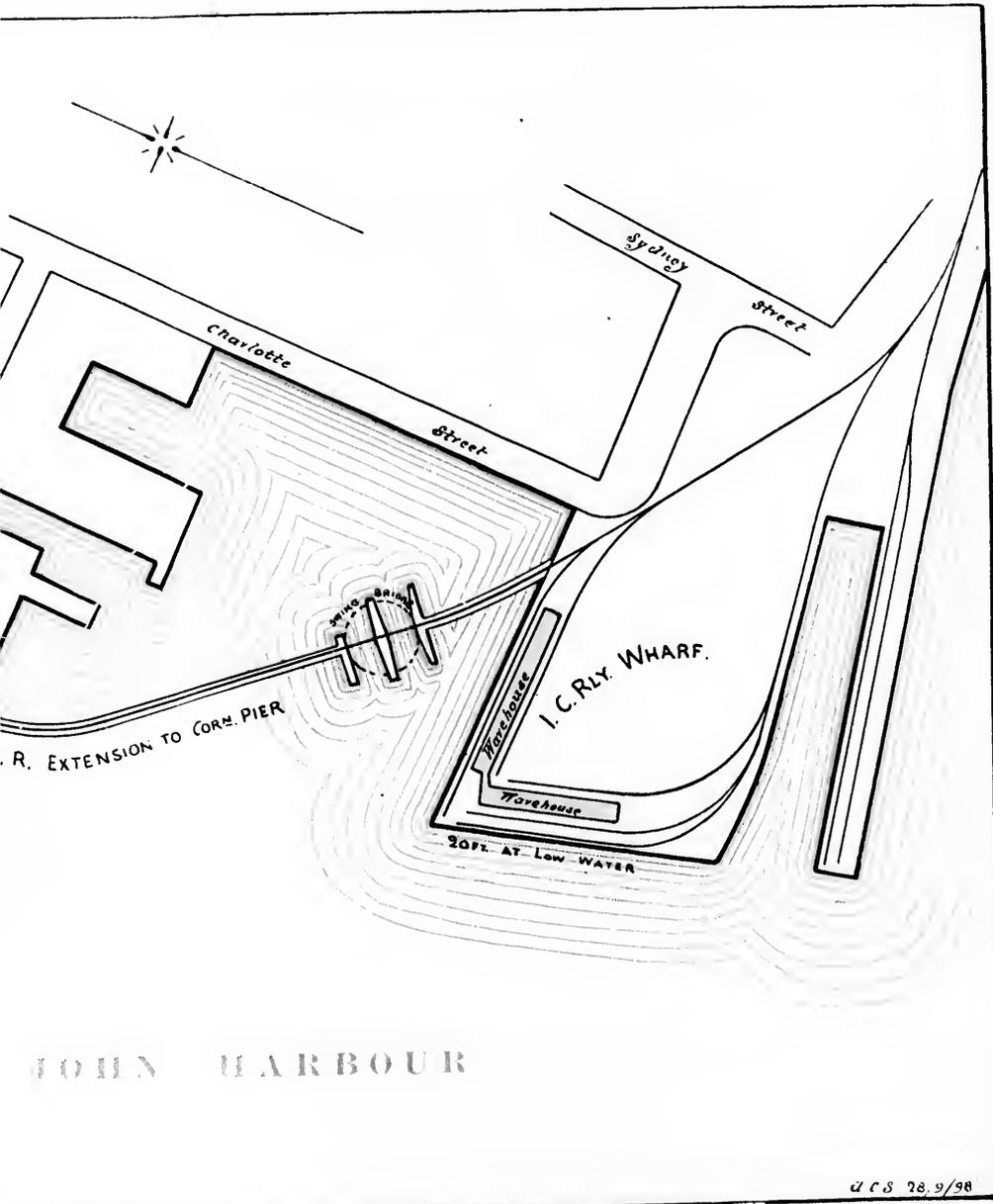
PLAN SHOWING TERMINAL FACILITIES
AT SOUTH END OF CITY,

ST JOHN, NEW BRUNSWICK.

SCALE 1"=300'.



SAINT JOHN



JOHN HARBOUR

U.C.S. 28.9/98

an
m
fr
o
se
th
m
S
w
in
P
c
P
s
v
n
S
l
t
c

P
P

A branch of the lumber industry that is growing in importance and is destined to attain very large proportions is the manufacture of pulp. Considerable quantities are shipped from Saint John, and the number of mills is increasing. With over ten million acres of land on which lumber operations of some kind could be carried on, and with far more of spruce than any other kind of timber, the Province of New Brunswick must become a great centre for the pulp and paper business. Saint John has exceptional facilities for manufacturing as well as shipping these products. The steady development of industries which naturally grow out of the possession of a practically inexhaustible forest wealth, will add greatly and continually to the importance of Saint John as a shipping port. Among these industries is the manufacture of box shooks, boxes, match wood, maple blocks, and other such small wood products as are in great demand in the old country. A number of mills are now exporting box shooks to England and Scotland, and the export of spool wood is also considerable. Each year witnesses some new development of the wood industries of the province, of which Saint John is the commercial capital and greatest shipping port.

The
Lumber
Trade

The statement was made in the opening paragraph of this book that Saint John, as Canada's chief winter port, should have the first place in the consideration of British and Canadian shippers and importers.

National
and
Imperial

The claim is based on a plain statement of facts that appeal to the judgment of the business man, who is not much given to indulgence in sentimental ventures.

And yet, if the last two years in Imperial history have been especially marked by anything, it has been by appeals to sentiment, with resultant changes. It will not, therefore, be out of place if, after having in these pages set forth the business reasons which should influence shippers and importers to recognize the claims of Saint John, we direct attention to the sentimental aspect of the subject.

The first appeal is obviously to Canadians. There should be no east and no west so far as Canadian sentiment is concerned. If lack of facilities or lack of knowledge in former

National
and
Imperial

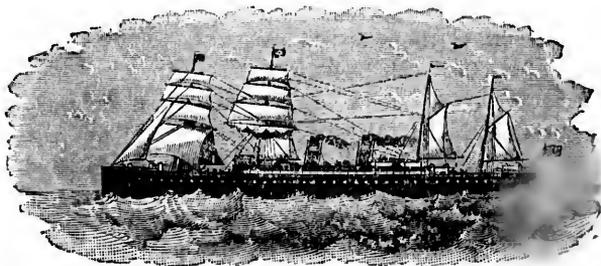
years prevented Canadian merchants from patronising a home port such a plea is no longer valid.

Saint John offers equally low rates, equally or more prompt delivery, perfect safety in transit, and all the advantages any foreign port can offer, with some distinctly its own. He will manifest the true Canadian spirit who takes account of these facts, and aids in the building up of Canada by giving his trade to the All-Canadian Route.

The same sentiment, in perhaps a wider sense, should actuate the British merchant. Given at least equal business inducements, he may fairly be asked to throw the weight of his influence and example in the scale in favor of the development of Imperial Trade by an Imperial Route.

The citizens of Saint John are not soliciting special favours or asking recognition that would involve a sacrifice of business interests or a loss of trade. On hard business principles first, and then on the plea of an enlightened patriotism, they base their argument and their claim on behalf of Saint John as

THE CHIEF WINTER PORT OF CANADA!



A branch of the lumber industry that is growing in importance and is destined to attain very large proportions is the manufacture of pulp. Considerable quantities are shipped from Saint John, and the number of mills is increasing. With over ten million acres of land on which lumber operations of some kind could be carried on, and with far more of spruce than any other kind of timber, the Province of New Brunswick must become a great centre for the pulp and paper business. Saint John has exceptional facilities for manufacturing as well as shipping these products. The steady development of industries which naturally grow out of the possession of a practically inexhaustible forest wealth, will add greatly and continually to the importance of Saint John as a shipping port. Among these industries is the manufacture of box shooks, boxes, match wood, maple blocks, and other such small wood products as are in great demand in the old country. A number of mills are now exporting box shooks to England and Scotland, and the export of spool wood is also considerable. Each year witnesses some new development of the wood industries of the province, of which Saint John is the commercial capital and greatest shipping port.

The
Lumber
Trade

The statement was made in the opening paragraph of this book that Saint John, as Canada's chief winter port, should have the first place in the consideration of British and Canadian shippers and importers.

National
and
Imperial

The claim is based on a plain statement of facts that appeal to the judgment of the business man, who is not much given to indulgence in sentimental ventures.

And yet, if the last two years in Imperial history have been especially marked by anything, it has been by appeals to sentiment, with resultant changes. It will not, therefore, be out of place if, after having in these pages set forth the business reasons which should influence shippers and importers to recognize the claims of Saint John, we direct attention to the sentimental aspect of the subject.

The first appeal is obviously to Canadians. There should be no east and no west so far as Canadian sentiment is concerned. If lack of facilities or lack of knowledge in former

National
and
Imperial

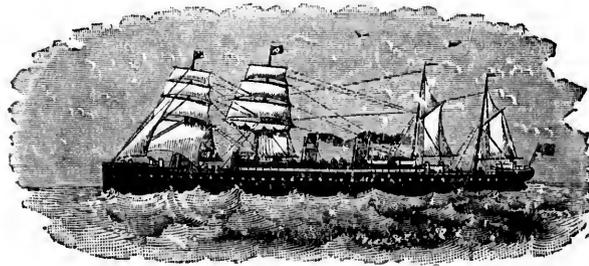
years prevented Canadian merchants from patronising a home port such a plea is no longer valid.

Saint John offers equally low rates, equally or more prompt delivery, perfect safety in transit, and all the advantages any foreign port can offer, with some distinctly its own. He will manifest the true Canadian spirit who takes account of these facts, and aids in the building up of Canada by giving his trade to the All-Canadian Route.

The same sentiment, in perhaps a wider sense, should actuate the British merchant. Given at least equal business inducements, he may fairly be asked to throw the weight of his influence and example in the scale in favor of the development of Imperial Trade by an Imperial Route.

The citizens of Saint John are not soliciting special favours or asking recognition that would involve a sacrifice of business interests or a loss of trade. On hard business principles first, and then on the plea of an enlightened patriotism, they base their argument and their claim on behalf of Saint John as

THE CHIEF WINTER PORT OF CANADA!



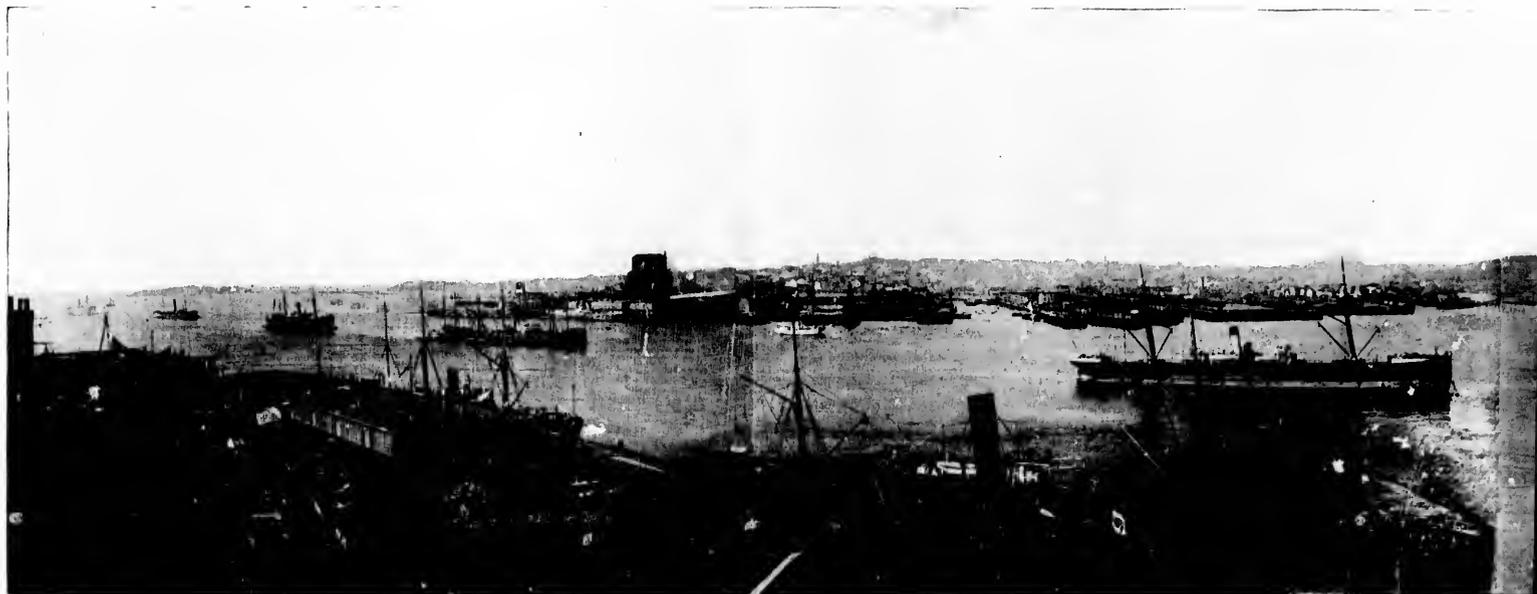
ALLAN LINE

H. & A. ALLAN,
Montreal.

WM. THOMSON & CO.
Saint John, N. B.

ALLAN LINE

PANORAMIC VIEW OF SAINT



This View is taken from the Eastern side of the City, and shows the Western Portion of the City of Saint John; the Canad

A. ALLAN,
Montreal.

WM. THOMSON & CO.
Saint John, N. B.

W OF SAINT JOHN HARBOUR.



y of Saint John: the Canadian Pacific Railway Deep Water Terminus and Elevator: with Ocean Steamers lying in the Stream.

M

(W

Incl

Pro

is c

H.

ALLAN LINE

Royal Mail Steamship Company.

ESTABLISHED IN 1854.

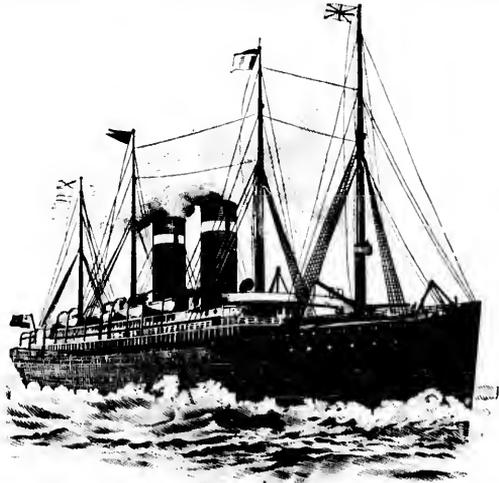
THE COMPANY'S FLEET CONSISTS OF
Thirty-Four Steamers aggregating 150,037 Tons.
INCLUDING

"TUNISIAN,"
10,000 Tons.
Twin Screw.

"BAVARIAN,"
10,000 Tons.
Twin Screw.
Building.

"CASTILIAN,"
8,800 Tons.

"PARISIAN,"
5,500 Tons.



"CALIFORNIAN,"
4,500 Tons.

"SICILIAN,"
7,500 Tons.

"CORINTHIAN,"
7,500 Tons.

STEAMERS SAIL FROM
MONTREAL AND SAINT JOHN
(Weekly during Season of Navigation) and HALIFAX during the Winter
FOR LIVERPOOL.

SHORTEST OCEAN PASSAGE.

Distance 500 Miles Less than from New York.

THE STEAMERS are fitted with Every improvement for the Comfort of the Passengers in all classes, including Bilge Keels, making the vessel steady in all weather; Electric Lights, Midship Saloons, spacious Promenade Decks, Music Rooms, Smoking Rooms, etc.

Special attention has been paid to the ventilation and sanitary arrangements. An experienced Surgeon is carried on all Passenger Steamers.

RATES OF PASSAGE LOWER THAN BY MOST FIRST-CLASS LINES.

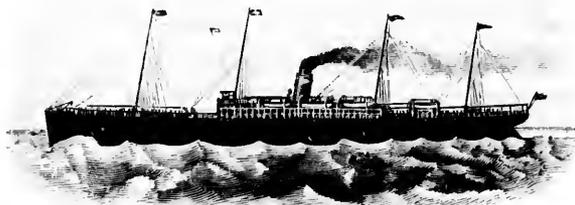
CIRCULAR GIVING RATES AND SAILINGS, ON APPLICATION TO

H. & A. ALLAN,
Montreal.

WM. THOMSON & CO.
Saint John, N. B.

DOMINION LINE

Royal Mail Steamships.



SS. "NEW ENGLAND,"	Twin-Screw,	11,600	Tons,	Length	575	feet.
SS. "CANADA,"	. . . do.	9,000	" "	515	" "	
SS. "DOMINION,"	. . do.	6,000	" "	500	" "	
SS. "SCOTSMAN,"	. . do.	6,000	" "	471	" "	
SS. "VANCOUVER,"	. . . . .	5,300	" "	430	" "	
SS. "LABRADOR,"	. . . . .	5,000	" "	401	" "	

Built by Mess. HARLAND & WOLFF, the celebrated Builders,
at Belfast, Ireland.

CANADIAN SERVICES:

Summer Service between MONTREAL, QUEBEC and LIVERPOOL.

Winter Service between SAINT JOHN, HALIFAX and LIVERPOOL.

(CALLING AT LONDONDERRY.)

SHORTEST SEA VOYAGE.

Superior Accommodation for all classes of Passengers on the Upper Decks. Large, well ventilated State Rooms, and spacious Promenade Decks. Midship Saloons, Electric Lights.

For Rates of Passage, and all other information, apply to any Local Agent of the Company.

DAVID TORRANCE & CO.

General Agents, Montreal.

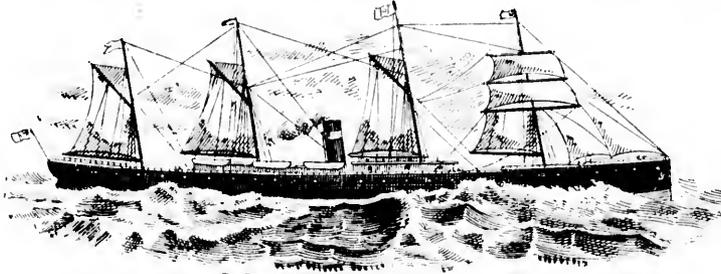
SCHOFIELD & CO., Limited,

Agents at Saint John, N. B.

DONALDSON LINE

BETWEEN

St. John, N. B. and Glasgow.



S S AMARYNTHIA

SS. ALCIDES,	4,500 Tons	SS. KEE MUN,	4,500 Tons
SS. AMARYNTHIA,	5,500 "	SS. LAKONIA,	7,500 "
SS. CONCORDIA,	3,500 "	SS. ORTHIA,	6,300 "
SS. HESTIA,	5,800 "	SS. SALACIA,	7,000 "
SS. INDRANI,	5,800 "	SS. TRITONIA,	6,000 "
SS. KASTALIA,	6,300 "	SS. Building,	7,500 "

SUMMER SERVICE

Between MONTREAL and GLASGOW.

Through Freight Rates Quoted to and from All European Points.

VENTILATING FANS FITTED IN ALL THE STEAMERS
Giving unexcelled stowage for Butter, Cheese, Apples and Provisions.

FOR FULL INFORMATION, APPLY TO

DONALDSON BROTHERS, . . . Glasgow
ROSS & CO., Quebec

HENDERSON BROTHERS, . . . Chicago
J. D. RIDDELL, Stratford, Ont.

SCHOFIELD & CO. (Ltd.) St. John, N. B.

OR

The ROBERT REFORD COMPANY, Limited,
23 & 25 St. Sacrament Street, Montreal.

PICKFORD & BLACK'S



West India Steamship Line.

(CARRYING THE CANADIAN MAILS.)

STEAMERS:	TONNAGE:	CAPTAINS:
TAYMOUTH CASTLE,	. 1,827,	. MARTIN L. FORBES.
DUART CASTLE,	. . 1,839,	. CHARLES W. SEELEY.

SAILING MONTHLY FROM
SAINT JOHN, N. B. to DEMERARA

CALLING AT —————

Halifax, Bermuda, St. Croix, St. Thomas, St. Kitt's,
Antigua, Dominica, Martinique, St. Lucia, Barbados, and Trinidad,
and returning to Saint John, N. B. via same Ports.

Passengers are provided with good State Rooms and Meals, at moderate rates,
and can remain on Shore at each Island while the Steamers are in Port there.

Excellent accommodation for all descriptions of Cargo, and Through Bills of
Lading issued from all Canadian points to the above Ports.

FOR FURTHER INFORMATION, APPLY TO

THE ROBERT REFORD CO., Limited, MONTREAL.
SCHOFIELD & CO., Limited, . SAINT JOHN, N. B.

PICKFORD & BLACK,
Managing Owners, Halifax, N. S.

FURNESS LINE

BETWEEN

ST. JOHN, N. B. AND LONDON.

REGULAR FORTNIGHTLY SAILINGS

All the Year Round between ST. JOHN and LONDON.

MODERN FIRST-CLASS PASSENGER AND CARGO STEAMERS.

MIDSHIP SALOONS AND STATEROOMS.

LIGHTED THROUGHOUT BY ELECTRICITY.

The Holds of these Steamers are specially Ventilated for the carriage of Apples, Butter, Cheese and Provisions.

APPLY TO

FURNESS, WITHY & CO., LIMITED, LONDON.

THOMAS RONALDSON & CO., LONDON.

FURNESS, WITHY & CO., Limited,

ST. JOHN, N. B.

Manchester Liners Limited

BETWEEN

ST. JOHN, N. B. ^{and} MANCHESTER

REGULAR FORTNIGHTLY SAILINGS

During the Winter Season between St. John and Manchester.

The Steamers of this Line are specially adapted to the Canadian Trade, and are all fitted with Cold Storage for Perishable Goods.

THROUGH BILLS OF LADING

Between all Points in Canada and United Kingdom.

APPLY TO

MANCHESTER LINERS LIMITED, Manchester.

FURNESS, WITHY & CO., Limited,

ST. JOHN, N. B.

RONALDSON LINE

BETWEEN

Antwerp and Saint John, N. B.

GLASS, CEMENT, ZINC,

And other Continental Goods, Carried at Lowest Current Freight Rates.

**SPECIAL ATTENTION GIVEN TO THE STOWAGE OF GLASS,
IN ORDER TO AVOID BREAKAGE.**

APPLY TO

THOMAS RONALDSON & CO., Antwerp,

OR

**SCHOFIELD & CO., Limited,
SAINT JOHN, N. B.**

DOBELL LINE

BETWEEN

Montreal and Saint John, N. B.

STEAMERS OF THIS LINE

Make Regular Trips Every Three Weeks, during the Summer
Season, between Montreal and Saint John, calling at
Intermediate Ports.

**FREIGHT CARRIED AT LOWEST CURRENT RATES.
GOOD PASSENGER ACCOMMODATION.**

APPLY TO

HENRY DOBELL & CO., Montreal,

OR

SCHOFIELD & CO. Ltd., St. John, N. B.

HEAD LINE.

Ten Steamers, aggregating 60,000 Tons.

SUMMER SERVICES:

Montreal and Quebec to BELFAST and DUBLIN

WINTER SERVICES:

SAINT JOHN, N. B., to BELFAST and DUBLIN

THROUGH BILLS OF LADING FROM AND TO ALL POINTS IN CANADA.

For Freight and Particulars apply to

G. HEYN & SONS, Managers Ulster Steamship Company, Ltd. . . BELFAST
PALGRAVE, MURPHY & CO. DUBLIN
McLEAN, KENNEDY & CO., MONTREAL

WM. THOMSON & CO., Agents, SAINT JOHN, N. B.

WILLIAM THOMSON & Co.

SAINT JOHN, N. B.

Ship and Steamship Owners and Brokers

AGENTS.

ALLAN LINE.

HEAD LINE.

NORTH GERMAN LLOYDS.

CONSULATES.

GERMANY.

SWEDEN AND NORWAY.

AUSTRO-HUNGARY.

CABLE ADDRESS: "THOMSON, STJOHN." CODES: WATKINS, SCOTT'S.

Managers "BATTLE LINE."

S.S. "MANTINEA," . . 4,350 Tons D.W.

S.S. "CHERONEA," . . 5,050 Tons D.W.

S.S. "PLATEA," . . . 5,050 Tons D.W.

S.S. "CUNAXA," . . . 5,050 Tons D.W.

S.S. "PHARSALIA," . . 5,800 Tons D.W.

S.S. "LEUCTRA," . . . 4,850 Tons D.W.

S.S. "TANAGRA," . . . 5,450 Tons D.W.

S.S. "PYDNA," 4,650 Tons D.W.

Cable Address: FURNESS.

Watkins and Scott's Codes.

FURNESS, WITBY & CO. Ltd.

SAINT JOHN, N. B.

Steamship Owners and Agents

AGENTS FOR

FURNESS LINE OF STEAMERS

Between LONDON, HALIFAX, and ST. JOHN, N. B.

MANCHESTER LINERS LIMITED

Between MANCHESTER, HALIFAX, and ST. JOHN, N. B.

CANADA and NEWFOUNDLAND LINE

Between LIVERPOOL, NEWFOUNDLAND, and HALIFAX.

OFFICES:

130 Prince William Street, St. John, N. B.

Cable Address: SCHOFIELD.

Watkins and Scott's Codes.

SCHOFIELD & CO. Limited

SAINT JOHN, N. B.

Ship Brokers and Steamship Agents

AGENTS FOR

DOMINION LINE, . Liverpool. | DONALDSON LINE, Glasgow.
RONALDSON LINE, Antwerp. | DOBELL LINE, . Montreal.

PICKFORD & BLACK'S LINE

From St. John, N. B. to Bermuda, St. Croix, St. Thomas, St. Kitt's, Antigua,
Dominica, Martinique, St. Lucia, Barbados, Trinidad and Demerara.

OFFICES:

130 Prince William Street, St. John, N. B.



The All-Canadian Route

CONNECTING

St. John, Quebec, and Montreal.

The Only All-Rail Line

Between St. John and Halifax.

Fast Freight Service

 Grand Scenic Route

Between the Upper and Lower Provinces.

Summer Navigation
VIA
MONTREAL

Opens 1st May,
Closes 25th November.



Winter Navigation
VIA
WEST ST. JOHN, N.B.

Opens 25th November,
Closes 30th April.

FOREIGN FREIGHT DEPARTMENT.

THE FAST FREIGHT LINE

From the Pacific Coast, Canadian North-West, Ontario, Western and Central States to Seaboard

IN CONNECTION WITH

Fast Freight Steamers from Montreal in Summer, West St. John, N. B. in Winter.

Steamers fitted with the latest and most modern **Mechanical Refrigeration**, giving **Cold Storage** for the Transportation of Butter, Cheese, Poultry, Dressed Meats and Fruits.

SHORTEST ROUTE TO EUROPE — GIVING QUICK DESPATCH.

For Further Information, Through Bills of Lading and Rates of Freight, apply to

ROBT. KERR, Traffic Manager, Lines West of Lake Superior.	- - - - -	Winnipeg.
W. B. BULLING, Jr., General Freight Agent, Eastern Division.	- - - - -	Montreal.
E. TIFFIN, General Freight Agent, Ontario Division.	- - - - -	Toronto.
J. N. SUTHERLAND, General Freight Agent, Atlantic Division.	- - - - -	St. John, N. B.
W. R. MACINNIS, General Agent, Freight Department, 234 Lasalle Street.	- - - - -	Chicago.
E. V. SKINNER, General Eastern Agent, 353 Broadway.	- - - - -	New York.
ALLAN CAMERON, District Freight Agent	- - - - -	Vancouver, B. C.
F. W. PETERS, District Freight Agent.	- - - - -	Nelson, B. C.
W. A. KITTERMASER, District Freight Agent.	- - - - -	Detroit, Mich.
W. M. PORTEOUS, Agent Canadian Pacific Railway, 315 Chestnut Street.	- - - - -	St. Louis, Mo.
ROBERT BRUCE, Agent Can. Pac. Ry., 97 Michigan Avenue, Chamber of Commerce Building.	- - - - -	Milwaukee.
B. R. WHITE, Agent Can. Pac. Ry., Room D, Chamber of Commerce Building.	- - - - -	Cincinnati.

P. W. COYLE, Assistant General Freight Agent, Wabash Ry.,	- - - - -	St. Louis, Mo.
J. D. LUND, Assistant General Freight Agent, Wabash Ry.,	- - - - -	Kansas City, Mo.
E. F. NEWMAN, Assistant General Freight Agent, Wabash Ry.,	- - - - -	Chicago, Ill.

B. B. MITCHELL, General Freight Traffic Manager, Michigan Central Ry.,	- - - - -	Detroit.
B. E. HAND, Assistant General Agent, Michigan Central Ry.,	- - - - -	Chicago.
J. H. OSBORNE, Commercial Agent, Michigan Central Ry., 185 Jackson Street.	- - - - -	Chicago.

W. L. MARTIN, General Freight Agent, M. St. P. & S. St. M. (Soo Line).	- - - - -	Minneapolis.
E. D. PARKER, Ass't Gen. Freight Agent.	- - - - -	St. Paul.
H. M. WESTON, Commercial Agent.	- - - - -	Minneapolis.

WM. ORR, General Freight Agent, D. S. S. & A. Railway.	- - - - -	Duluth, Minn.

G. M. BOSWORTH,
Freight Traffic Manager,
MONTREAL.

JOHN CORBETT,
Foreign Freight Agent,
Board of Trade Building, **MONTREAL.**

THE CANADIAN PACIFIC RAILWAY

AND ITS CONNECTING LINES EMBRACING THE
Wabash, Michigan Central, Minneapolis, St. Paul & Sault Ste Marie, & Duluth, South Shore & Atlantic Railways
ISSUE THROUGH BILLS OF LADING TO

JAPAN, CHINA, AUSTRALIA,

and Liverpool, London, Bristol, Glasgow, Antwerp, Hamburg, Belfast, Dublin, Aberdeen, Dundee,
Leith, Newcastle, Manchester, and

Via LIVERPOOL:

Barrow-in-Furness	Carlisle	Halifax	London	Sheffield
Bath	Cork	Huddersfield	Manchester	Sligo
Birmingham	Derby	Lancaster	Newport	Wakefield
Bradford	Dublin	Leeds	Nottingham	Waterford
Bristol	Gloucester	Lincoln	Oxford	Wolverhampton
Cardiff				

Via GLASGOW:

Aberdeen	Cork	Edinburgh	Inverness	Londonderry	Stirling
Belfast	Dublin	Hartlepool W.	Leith	Newcastle	Sunderland
Carlisle	Dundee	Hull	Limerick	Perth, Sligo	Waterford

Via BELFAST (Head Line):

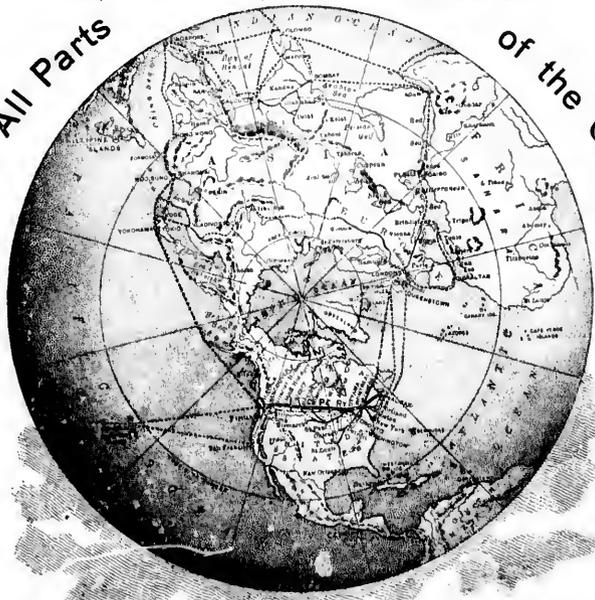
Londonderry	Sligo	Cork	Waterford
Drogheda	Dundalk	Newry	Galway
Barrow-in-Furness	Fleetwood	Cardiff	Swansea
West Hartlepool	Inverness	Dundee	Stockton-on-Tees

Via AVONMOUTH DOCK:

Cardiff	Newport	Plymouth	Southampton	Swansea
---------	---------	----------	-------------	---------

And to All Parts

of the Globe.



LIST OF STEAMSHIP LINES FROM WEST ST. JOHN, N. B.

ALLAN and DOMINION to Liverpool	MANCHESTER LINERS to Manchester
DONALDSON . . . to . . . Glasgow	HEAD . . . to . . . Belfast and Dublin

THROUGH RATES QUOTED TO AND FROM ALL EUROPEAN PORTS.

FOREIGN AGENCIES:

ARCHER BAKER, European Traffic Agent.

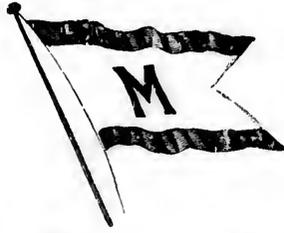
LONDON—67 and 68 King William St. E.C.

GLASGOW—67 St. Vincent Street.

LIVERPOOL—7 James Street.

ANTWERP—15 Rue St. Paul.

Sub-Agencies in all the Principal Cities on the Continent.



Manhattan Steamship Company

THE NEW YORK, EASTPORT, AND ST. JOHN LINE.

NEW YORK

TO

Eastport, Me. and St. John, N. B.

CONNECTING

At Eastport for St. Andrews, St. Stephen, Calais, and the Washington County Railroad for Points in Eastern Maine,

AT SAINT JOHN, N. B., WITH THE

**Canadian Pacific, Intercolonial, Dominion Atlantic
RAILROADS.**

Steamers LEAVE ST. JOHN, TUESDAY P.M.; EASTPORT, WEDNESDAY
A.M.; arriving NEW YORK, FRIDAY MORNING.

RETURNING, leave NEW YORK every SATURDAY at 5 P.M., arriving
at EASTPORT, MONDAY A.M., and ST. JOHN, MONDAY, P.M.

With our Superior Facilities for Handling Freight in **New York City** and at our **Eastern Terminals**, together with Through Traffic arrangements we have with our connections, both by rail and water, to the **West** and **South**, we are in a position to handle all the business intrusted to us to the **Entire Satisfaction of our Patrons**, both as regards **Service and Charges**.

FREIGHT RECEIVED DAILY UNTIL 6 P.M.

J. J. HILLMAN,
President.

N. L. NEWCOMB,
General Manager.

FOR PARTICULARS APPLY TO

R. H. FLEMING, Agent, ST. JOHN, N. B.

ny

ne,

tic

AY

ring

ork

ffic

and

all

ons,

ger.

