

**CIHM
Microfiche
Series
(Monographs)**

**ICMH
Collection de
microfiches
(monographies)**



Canadian Institute for historical Microreproductions / Institut canadien de microreproductions historiques

© 1996

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

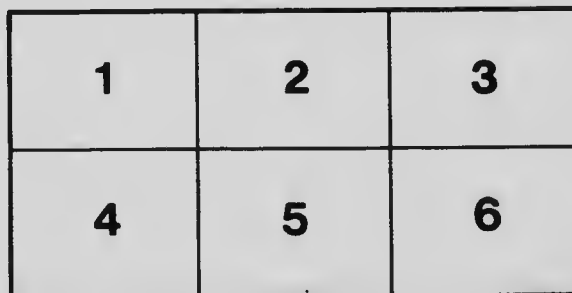
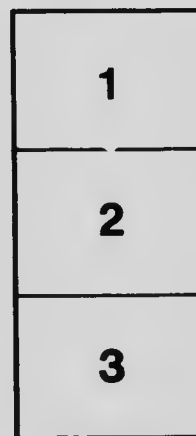
Harriet Irving Library
University of New Brunswick

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:

Harriet Irving Library
University of New Brunswick

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.

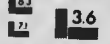
Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés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

MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



APPLIED IMAGE Inc

1653 East Main Street
Rochester, New York 14609 USA
(716) 482 - 0300 - Phone
(716) 288 - 5989 - Fax

THE STORY OF CANADA'S WINTER PORT

HOW ST. JOHN AFTER BEING
SIDE-TRACKED FOR YEARS BY
THE CONSERVATIVE PARTY
BECAME A GREAT NATIONAL
PORT AFTER THE LIBERAL
GOVERNMENT CAME TO POW-
ER AND DID THE CITY JUSTICE.

What Conservatives Refused to Do.

In 1881 Sir Leonard Tilley and the Conservative government at Ottawa declined to send one of the Dominion dredges to St. John to deepen the water along the harbor front because the harbor was a private harbor under the control of the Corporation of St. John.

The deposits which made it dangerous for vessels drawing over 25 feet of water to lie at any of our wharves were brought down the river by the freshet, and in all fairness and justice should have been removed by the Federal government.

But justice was denied and **THE CITY HAD TO BUY AN DREDGE** to do work that should have been done, and was done in every other Canadian port, by the Federal government. This was the treatment that St. John received at the hands of the Conservatives.

What the Liberals Have Done.

In 1907 when it was apparent that the depth of water along the wharf frontage on the West side was being lessened by the deposits of silt brought down the river, and the owners of steamships were threatening to withdraw their vessels from St. John, the matter was brought to the attention of Hon. William Pugsley, Minister of Public Works and representative of St. John. He immediately laid the matter before his colleagues at Ottawa with the result that the city was instructed to have the work done, and told the money would be voted by Parliament to recoup the city for its expenditure. The dredging cost \$25,000 and the City of St. John received a check from the Public Works Department through Hon. Mr. Pugsley to pay the bill. The justice which St. John failed to obtain from the Conservatives was freely accorded by the Liberal government.

Harriet Irving Library
NOV 2 1982
University of New Brunswick

THE WINTER PORT

A BRIEF SKETCH OF THE
FORTY YEARS AGITATION
WHICH SECURED THE RE-
COGNITION OF ST. JOHN
AS THE PRINCIPAL WIN-
TER PORT OF CANADA



ST. JOHN IGNORED BY
THE CONSERVATIVE PAR-
TY FOR A QUARTER OF A
CENTURY IS RECOGNIZED
AS A NATIONAL PORT BY
THE LIBERAL GOVERN-
MENT AND MADE THE
POINT OF DEPARTURE
FOR ALL GOVERNMENT
AIDED STEAMSHIP LINES

The Great Achievement
of the People of St. John

REMEMBER THIS.

When St. John commenced wharf building in 1890 to secure the winter trade of Canada, the rate of taxation was \$1.45. When the City had completed the West side wharves in 1906 the rate of taxation had increased to \$1.90. Since the Government undertook the dredging and wharf construction the rate of taxation has fallen to \$1.86. Where would taxation have climbed to if the city had been compelled to go on and build wharves for the increasing trade?

SAINT JOHN'S GREAT FIGHT

A FOREWORD

In the pages which follow the story of how St. John became the Winter Port of Canada is briefly told. To give the present generation a correct knowledge of the difficulties which their grandfathers and fathers had to contend against in securing a trade which naturally belonged to St. John, it is necessary to review events occurring during the last half century, as it took forty years of continuous agitation and an expenditure of over a quarter a million dollars to bring the first winter port steamer to St. John.

Now that success has crowned the efforts of those who labored on despite discouragement after discouragement, it seems inconceivable that the geographical position and claims of St. John for the winter trade of Canada were so long ignored by those who controlled the political destinies of the country. Among these were both great and small men, but so far as St. John was concerned none who could assist seemed willing to recognize the claims which the experience of the past thirteen years have thoroughly justified; while those who understood the ambitions of her people and were willing to aid in making St. John the Winter port of Canada were impotent. It must be borne in mind that for the greater part of the time when St. John was making the fight for her rights—or to go even further, a fight to remain on the map as one of the cities of Canada—the political control of the country was in the hands of the same school of politicians.

When the location of the Intercolonial railway was under consideration it was vital to St. John that the railroad should be built by the valley route. St. John was represented in the government of the day by Sir Leonard Tilley, one of the fathers of Confederation, but he was unable to overcome the influence of those who demanded the North Shore route, and the railroad

went that way. The selection of a military in preference to a commercial route cost Canada many millions of dollars for extra construction and for operating expenses afterwards, and it also delayed the progress of St. John for a quarter of a century.

The same influence that located the Intercolonial Railway to the injury rather than the benefit of St. John, was also responsible for emblazoning the maps of the railroad after its completion with the legend "Halifax the winter port of Canada." Sir Leonard Tilley, St. John's representative, held an important portfolio in the government at this time but Sir Charles Tupper was Minister of Railways and completely dominated the New Brunswick representative.

Following the completion of the Canadian Pacific railway from Montreal to Vancouver came the agitation to construct the Short Line railway to connect the Canadian Pacific with the Maritime Provinces. The agitation for this railway was born in St. John and kept alive by its citizens and finally forced upon an unwilling government. But again the same sinister influence against St. John was at work, as the Conservative government tacked on to the project the Harvey-Salisbury section, for no other purpose than to side track St. John. The Senate killed this project but there is strong evidence that Sir Charles Tupper would have revived the scheme had he and his party been returned to power in 1896.

The opening of the Short Line to Montreal, which reduced the railroad distance between St. John and the commercial metropolis of Canada from 740 to 481 miles brought St. John no export or import trade, and the "Liverpool of America" was as far away as ever. We got the railroad in 1889, bought the Carleton Branch railway to connect the Canadian Pacific with tide water built grain elevator and wharf, all at the expense of the city, only to learn that without steamship connections there was no hope of St. John getting the winter trade of Canada. For six years after the opening of the Short line every effort to persuade the government to do justice to St. John failed. Then when the opportunity came to test the capability of the port for handling the winter trade of Canada the subsidy for the steamship line was only obtained from the Conservative government after

threats from local supporters and after much unnecessary delay. It was by this policy of delay that St. John had been denied justice decade after decade by the Conservative party. This is in strong contrast to the treatment received by St. John since the Liberal government came into power in 1896, and if a dark shadow is thrown on the canvas by the comparison, it is not the fault of the narrator but the fault of the political party whose leaders denied justice to St. John and sought to establish an artificial channel for the trade of Canada through Halifax, instead of permitting it to flow along the line of least resistance.

The policy of the Liberal government since it has been in power has been to use Canadian ports for Canadian trade. Since Sir Wilfrid Laurier has been in power it has been the policy of the administration to grant subsidies for Canadian ports only. An attempt was made to thwart the government in its settled policy by two great steamship lines but the government stood by its policy and the most important of the two companies surrendered to the government and became a contractor under the new order of things. Since then there has been no attempt to hold up the government in this particular and this question may now be regarded as forever settled.

The government has gone even further and recognised the importance of the position held by St. John in relation to the transportation question of the Dominion. When it was demonstrated to the satisfaction of the government that the people of St. John had gone as far as they dared go financially in providing facilities for handling the trade of the country, the government came to the assistance of the city, and entered into a contract to dredge the sites for two wharves which the city undertook to construct. Later when it was necessary to provide for other wharf accommodation and the city was unable to pledge its credit for this purpose, Hon. Mr. Pugsley, Minister of Public Works undertook the construction of the wharf, tenders for the erection of which will soon be invited. This action of the Liberal government will prove a direct saving to every taxpayer of the city and prevents any further increase of the debt of St. John for harbor improvements.

The action of Hon. Mr. Pugsley in undertaking to provide a new wharf also establishes a precedent for future wharf

construction, at the same time recognizing St. John as a National port, a recognition which had hitherto been avoided.

It must not be forgotten by the people of St. John that they owe to the Liberal party

The construction of the first Intercolonial pier at the southern end of the city.

The use of this port instead of Portland Maine by the subsidized mail steamers.

The construction of the new Intercolonial pier and the Grain Elevator at the head of the harbor.

The dredging for two new berths and the erection of a wharf at the Sand Point terminal.

The erection of conveyors to connect the new wharves with the West side grain elevator.

The deepening of the channel at the entrance of the harbor, and the improvements to navigation in the Bay of Fundy.

The erection of the quarantine buildings on Partridge Island, and the cold storage warehouse.

Where would St. John have been without these things? No city in Canada owes as much to the Liberal party as St. John. The assistance given has enabled the city to regain the population lost under Conservative rule and start on a new era of prosperity.

DO NOT FORGET

That prior to the construction of the West side wharves in 1890 the total Bonded Debt of the City of St. John was \$2,733,702. At the close of 1907 the Bonded Debt of the city was \$4,537,135, and the trade still demanded better facilities or the advantage St. John had gained would be lost. At this critical stage the the Liberal government at Ottawa was appealed to and decided to build the necessary wharves as a National work. Where would St. John have been if the Liberal government had refused?

CANADA'S WINTER PORT.

HOW ST. JOHN SECURED
THE WINTER TRADE OF
CANADA AFTER FORTY
YEARS OF CONTINUOUS
AGITATION. ❁ ❁ ❁

That St. John would some day become a great shipping port was the dream of the Loyalist founders of the city. The early merchants did their share to bring this about. Ships laden with the products of the new province were sent to the West Indies and to various ports in the United States, and with the money obtained from the sale of these cargoes other goods needed by the people of New Brunswick were bought for return cargoes and a profitable trade established. In these transactions of a century ago the merchants themselves generally acted as super cargoes on the vessels they either owned or chartered, and thereby became familiar with the requirements of the markets sought for the disposal of their goods as well as the home market. Contact with the people of other countries also widened their scope of vision and created a desire for further conquests in the fields of commerce and paved the way for events that were to follow the successful operation of steam railways. The first meeting in New Brunswick to discuss a railway project was held at St. Andrews in October, 1835, ten years after the first railway in the world (the Stockton and Darlington line) was opened for traffic. From 1835 to 1852 when the first sod of the line between St. John and Shediac was turned, the question of railroad construction formed the principal topic of discussion between public men.

Early Railway Agitation.

Many projects were discussed but principally lines of railway to connect the Maritime Provinces with Upper and Lower Canada, and to complete connections between the railways of Nova Scotia and New Brunswick and the United States. At this

period a political union between the provinces forming British North America, had not been discussed, although delegation after delegation had gone to London to submit railway projects to the Home government. Sometimes these delegations were from different provinces, and sometimes the four provinces which afterwards became the Dominion of Canada were all represented, but no practical results followed until the Confederation of the provinces was decided upon, and then an Imperial guarantee was secured for the construction of the Intercolonial railway.

While awaiting Imperial action the provinces had not stood still. Upper and Lower Canada had secured the construction of the Grand Trunk Railway from Sarnia to River du Loup a distance of 780 miles by giving a guarantee of \$12,000 a mile. The government of New Brunswick had built the line from St. John to Shediac, a distance of 108 miles and the government of Nova Scotia had completed 60 miles of railway between Halifax and Truro. In ten years the various provinces had completed upwards of 1,000 miles of railway from their own resources but the important link which was to secure open ports all the year around for the shipment of the rapidly increasing products of western Ontario was still to be built. The charter of the Grand Trunk Railway fixed the eastern terminus at Trois Pistoles but the section of the line east of River du Loup was not built by the company, which meanwhile had constructed a line of railway between Montreal and Portland, Maine, which was in operation prior to the confederation of the provinces.

"The Liverpool of America."

During one of the discussions of the railway question in the Chamber of Commerce following the completion and opening of the line between St. John and Shediac the late Hon. John Boyd delivered a speech full of optimism regarding the future of St. John in which he said:

Looking at our position with regard to Lower Canada, St. John must yet become the winter port of that country, if we prepare for it. Portland has already taken from us a portion of that trade. 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."

When Mr. Boyd made this speech a delegation representing Upper and Lower Canada, New Brunswick and Nova Scotia was in England trying to arrange terms for the construction of the missing links of railway between Halifax and River du Loup. But while no immediate result followed the conference upon which Mr. Boyd had founded his prophecy he had nevertheless coined a phrase which echoed and reechoed throughout the province during the two great political campaigns which preceded confederation. When Mr. Boyd delivered his speech war was raging in the United States between the North and the South and for the time being the project of constructing a trans-continental railway through United States territory was in abeyance. As early as 1850 when a conference was held at Portland, Maine, at which representatives of Nova Scotia and New Brunswick were present there was a project to make the eastern terminus of this grand scheme at some point on the North Shore of New Brunswick, and it was partly with this object in view that the high sounding name of European and North American railway, now almost forgotten, was selected by the government of New Brunswick when construction of the St. John and Shediac railway was commenced in 1852; and the same idea inspired the promoters of the railway between St. John and Bangor, commenced fifteen years later, to name it the European and North America railway, extension westward. The completion of the Inter-colonial railway in 1876 wiped out the name adopted a quarter of a century before for the eastern section of the road, and a mortgagee sale changed the name of Western Extension to the St. John and Maine railway the following year. The high hopes of an international railway over which would flow the products of two continents for shipment at St. John had proved a delusion, and all that is left now of this great project of the early railroad builders of the province is the ferry steamer Western Extension, built by the company which originally owned the railroad between St. John and the river St. Croix, and now owned by the City of St. John.

St. John's Disappointment.

The people of St. John confidently hoped that the Intercolonial railway would be built up the valley of the river St. John. This line was 200 miles shorter than the route selected, but the political influences against the valley route were too powerful for Sir Leonard Tilley, and the hopes which St. John people entertained were doomed to disappointment. The selection of the North Shore route not only deprived St. John of the advantage of the export trade of the west, but it opened up additional competition for the trade which St. John had previously enjoyed in the counties bordering the Gulf of St. Lawrence. The adoption of the military route by the Conservative government was a great blow to the city and delayed the progress of St. John for a quarter of a century. Two years after the completion of the Intercolonial railway the Liberal government, which had been in power three out of the nine years the Intercolonial had been under construction, and which had built the Courtenay bay branch of the railway and constructed the deep water terminus at the southern extremity of the city was replaced by a Conservative administration. For seven years following the elections of 1878, the Intercolonial railway was controlled by Sir Charles Tupper, first as Minister of Public Works, and afterwards as Minister of Railways, when the department of Railways and Canals was organized in 1879. During this period the very existence of St. John was forgotten and every effort was made to establish Halifax as the Winter Port of Canada. Freight for the west was landed at Halifax and carried over the Intercolonial at a loss to the country, in the hope that eventually the route might be adopted by the western importers and shippers. The long haul and the many delays made the Halifax route more unpopular each year, and notwithstanding that the subsidized steamers carrying the mails between Canada and Great Britain still made weekly calls at Halifax, little or no freight was landed and they went on to Portland Maine to deliver and receive their cargoes of Canadian goods. The adoption of the military route for the Intercolonial while it prevented St. John from becoming the winter port of Canada did Halifax no good. The handicap of distance and

the lack of proper western railway connections were too great to be overcome.

The Megantic Route to Montreal.

While the Conservative Government was bending every energy to make Halifax the winter port of Canada and sending out tens of thousands of maps showing the route of the Intercolonial with "Halifax the Winter Port of Canada" printed in red letters in the centre of this map, the Canadian Pacific railway was under construction. This road had been commenced as a government work by Hon. Alexander Mackenzie was handed over to a company for completion when the Conservatives were returned to power. Magnificent as the project was it did not extend to the Maritime Provinces but had its eastern terminus at Montreal. For years following the adoption of the military route for the Intercolonial the people of St. John had discussed the question of a short line between St. John and Montreal by what was popularly known as the Megantic route. An agitation was kept alive with the object of securing the extension of the Canadian Pacific to St. John. In 1884 the question came up in parliament largely as the result of public meetings held in St. John. Finally a bill was passed through the House of Commons granting a subsidy of \$250,000 for 20 years for the construction of a railway to connect the Maritime Provinces with the west. This departure from the usual course of granting so much a mile to aid the construction of railways was due to the fact that 145 miles of the proposed railway was through the State of Maine. When this measure was up for consideration the Conservative government was still so desirous that St. John should be prevented from obtaining full advantage of her geographical position that a provision was inserted in the bill requiring the construction of a railway from Harvey in York county to Salisbury in Westmorland county, whereby it was hoped to again side track St. John. This railroad paralleled the existing line to St. John and the Intercolonial from St. John to Salisbury. There was not a man who advocated this bill, which was pushed through the House of Commons by the cracking of the Conservative party whip, able to show that the new line would save a mile in the distance between Montreal and Halifax; but that made no difference, the Conserv-

ative policy was to side track St. John if possible. The ridiculousness of the measure caused the Senate to cut off the Harvey-Salisbury section—a policy which was heartily endorsed by the people of Canada, with the exception of those of Halifax. Soon after the measure became law the Canadian Pacific Railway Company undertook the construction of the sections of the railway to be built and acquired the connecting roads in the provinces of New Brunswick and Quebec. On June 2, 1889 the first train from Montreal reached St. John. The distance between the two points was now reduced from 740 by the Intercolonial route to 481 miles by the Canadian Pacific route.

Stagnation in St. John.

When Hon. John Boyd predicted the construction of a railway through Canadian territory from the Atlantic to the Pacific and the possibility of the city becoming the "Liverpool of America," St. John had a population of 38,817. In 1871 when the first Dominion census was taken the population had increased to 41,325. In 1881 the population was 41,353, an increase of only 18 for the decade. But in 1877 the city was devastated by a great fire which swept away millions of dollars worth of property and paralyzed the trade of the community. In 1891 the population is given in the census as 39,171 which was only 354 more than in 1861, and 2,182 less than in 1881. In 1901 the population was 40,711 an increase of 1,540 for the decade. In 40 years the total increase in the population was only 1,894—not a very rapid growth compared with other cities in Canada during the same period. The natural increase alone should have given the city a population of at least 55,000 or 15,000 more people than it had at the last census. Between 1861 and 1901 the population of the province increased 79,073 and during the period when St. John lost population that of the province increased 45,526. It is safe to assert that had it not been for the railway policy of the Conservative government St. John instead of being pushed far down on the list of Canadian cities, as it now is, would have occupied the fourth place among the cities of Canada. The adoption of the military route for the Intercolonial by the Conservative administration which controlled affairs from 1867 to 1873 and

which attempted to make Halifax the winter port of Canada from 1878 to 1895 is responsible for the stagnation which has prevailed in St. John and which has affected disastrously the western section of the province of New Brunswick. This is made abundantly clear by the increase in population which has followed the adoption of St. John, by the Liberal administration at Ottawa, as the winter port of Canada.

St. John waited for nine years for the completion of the Intercolonial in the vain hope that regular lines of steamships would be placed on the St. John-Liverpool route, but none came. The railway was completed and trains were making daily trips over it. Still the Conservative government gave no sign that they would assist the railway to do the business of Canada through Canadian ports by providing subsidies for steamship lines.

The Short Line Railway to Montreal.

Twenty-seven years after the prediction that St. John would yet become the "Liverpool of America," and twenty-two years after the confederation of the provinces had been consummated the first train of the Canadian Pacific railway reached the city. This was an important event and the people were inspired with new hope for the future. They had expected that the railway would at once bring its winter trade to St. John, but the winter of 1889-90 passed and no move was made on the part of the railway to utilize St. John for anything but local traffic. There were also disquieting rumors that the Canadian Pacific were seeking traffic arrangements with roads having terminal facilities at Portland, Maine and Boston. Negotiations were opened up between the city and the Canadian Pacific Company in 1890 with the object of having something done and as a result what is known as the Union wharf at Sand Point was constructed. In 1892 the city entered into negotiations with the Conservative government at Ottawa for the purchase of the Carleton Branch Railway. This road was of no value to the government and had only been purchased because the Federal government had subsidized the St. John Bridge Railway Company for the construction of the bridge at the Falls which rendered the Carleton branch valueless to its owners. The

City of St. John was a stockholder in the Branch to the extent of \$40,000 and had received this sum from the Government for its interest. The Conservative government demanded and collected \$40,000 from the city for the railway, though aware that it was the intention of the city to hand the property over to the Canadian Pacific as an inducement to utilize St. John for its winter trade. The same Conservative administration had granted assistance towards the erection of grain elevators in the west, but St. John in order to secure the erection of a grain elevator was compelled to dig down into its civic pocket and provide \$40,000, besides furnishing a free site, to assist the Canadian Pacific in the erection of the first elevator on the west side. The Liberal government at Fredericton was more generous in its treatment of St. John than the Conservative government at Ottawa had been, as a grant of \$2,500 annually for 40 years was made to assist the city in the erection of wharves, warehouses and elevator.

In 1902 the city had expended about \$250,000 in terminal facilities to handle the winter trade of Canada but none had come. Although frequently appealed to the Conservative government at Ottawa paid no heed. The subsidized steamers which made Montreal their summer port used Portland, Maine during the winter season, and no effort was made by the authorities at Ottawa to bring about a change. The old flag had been industriously waved during the general election of 1891, but after the people had voted in two supporters of the administration the flag had been furled, rolled carefully in camphor balls and put out of sight—Canada for the Canadians was forgotten.

Making a Beginning.

Three years passed after the city had presented the Carleton Branch to the Canadian Pacific and paid over the subsidy which secured the construction of the grain elevator; and not a ton of ocean freight had been handled by the railway. Taxation had been increased to such an extent in the city that in 1894 what was known as the Tax Reduction Council was elected with Mr. George Robertson as Mayor. Mayor Robertson was an energetic citizen. He had been a warm advocate of the Short line to Montreal and was a

a firm believer that St. John, assisted by the Canadian Pacific and the government of Canada could be made the winter port of the Dominion. He worked industriously both in the Council and outside of it to bring about some tangible result for the city's large expenditure, but the results were discouraging even to a man of Mr. Robertson's sanguine temperament. Realizing how unfairly St. John was being treated after the large expenditure her people had made he surprised the Council one day with the following message :

MAYOR'S OFFICE,
ST. JOHN, N. B., October 24, 1895.

To the Common Council of the City of St. John.

GENTLEMEN:—

I feel it to be a duty resting on me to bring especially to the notice of the Common Council a matter of paramount importance to us all, and one in which the future interest of the Maritime Provinces is very deeply involved.

We expected that in the development of the Dominion the winter commerce of Canada with Europe would pass through the ports of the Eastern Provinces.

We know that the ports of New York, Boston and Portland would be powerful competitors against us for that trade, and that extraordinary efforts on our part would have to be put forth to secure this business and in that view our city has done a great deal to meet the demands.

We bought the Carleton Branch Railway, paid for it, and practically made a gift of it to the Canadian Pacific company.

We presented to the company, at a nominal rent of twenty cents per year, the site of the grain elevator, and paid a large part of the cost of equipping and erecting the same, and we have built at a very great expense, the new and extensive wharves on the western side of the harbor, costing in all, a sum greater than a quarter of a million dollars, and all this has been done for the purpose of meeting the before mentioned expectations, but the business has not come. The company, so far as we can see, is not doing anything to develop this trade through this port although the idea is a national one, and in harmony with the policy of the Dominion government, and a part of such policy. The government is apparently dropping the question at the crisis of its development and at the weakest point of its anticipated growth. Nor is that all. Boston and Portland are now putting forth all their strength, and making every possible arrangement and holding out extraordinary inducements to direct this trade from our ports and secure it for themselves. These efforts of Boston and Portland are the greatest menace to our future prosperity that have hitherto been made against us and are making war upon our hopes in the most effectual possible way.

I therefore most earnestly and urgently call upon you to take the matter into your immediate consideration and ascertain if anything can be done to secure us our rights.

I respectfully recommend that you appoint a committee with power to confer with the governments of the Dominion and the Province, the Canadian Pacific Railway Company, the Maritime Board of Trade, Boards of Trade of the Province and other bodies, and with power also to affiliate with other committees to consider in the fullest and widest sense this great question, and to ascertain what can be done to meet our expectations and secure our rights with regard to the same and to report back to the Council at the earliest possible time.

GEO. ROBERTSON, Mayor.

On motion of Ald. McLauchlan it was resolved that the message of the Mayor be received and that a committee be appointed as suggested. The Mayor appointed as such committee Aldermen McLauchlan, Christie McRobbie, Smith, McGoldrick, Purdy and McCarthy.

How the First Steamship Subsidy was got.

Events moved rapidly from this on. A few days later a gentleman from Montreal representing the Beaver line of steamships called at the Mayor's office and sought an interview. His story was brief but to the point. He informed Mayor Robertson that the Beaver line, which made its summer terminus at Montreal and winter terminus at Portland Maine, had failed to make satisfactory arrangements for the ensuing winter at Portland. The company was therefore looking for some other port where they could get cargo and had thought of St. John. As St. John was practically unknown as a winter port, and the first season would be an experiment, he asked if His Worship would father a request to the Council to grant assistance to the company to the extent of \$20,000 to ensure the owners of the Beaver line against loss.

Mr. Robertson's reply was that the matter was a national one rather than a civic one, but he said to the representative of the Beaver line, "Go back to your board of directors and suggest to them that application be first made to the Dominion government for a subsidy, and if the government refuses to grant the aid asked for then return to St. John and I will place the matter before the Common Council, and I feel that they are sufficiently interested to give you a favorable reply.

A few days later Mr. W. D. Campbell, the general manager of the Beaver line, accompanied by one of the directors of the company came to St. John to talk the matter over. The mayor summoned the winter port committee of the Council and sent word

to Messrs. Hazen and Chesley then, representing St. John in the House of Commons at Ottawa. All heard what Mr. Campbell had to say, and as a result Mayor Robertson and Messrs. Hazen and Chesley, returned with the Montreal party that same evening, and the whole party went on to Ottawa.

At the capital they obtained an immediate interview with Hon. George E. Foster, then Minister of Finance of Canada, and representing York County, New Brunswick, and explained that the object of their visit was to ask the government of Canada to grant a special subsidy of \$25,000 to the Beaver line for the coming winter, in order that the capability of St. John as a Canadian Winter Port might be tested. They were able to assure Mr. Foster of the hearty co-operation of the Canadian Pacific company in procuring export freight for the Beaver line and as that company had already their own arrangements for import freight the delegation felt that enough trade would be secured to make the experiment worth while.

Mr. Foster's Doubtful Promise.

Mr. Foster was an attentive listener, and while he expressed the deepest interest in the project, pointed out that Parliament was not in session and the financial arrangements of the government had been completed some months previous. Just as the case was an unusually urgent one, and of the highest importance to the whole of Canada he promised to lay it before his colleagues and arrange that the delegation should at least have a hearing, but made no promise of his own support. The meeting was held subsequently and the whole matter thoroughly gone into with the government but no decision was reached at the meeting. The delegation remained in Ottawa to learn the result of the deliberations of the Council, and a day or two afterwards Mr. Foster informed them the subsidy asked for would be granted. Messrs. Hazen and Chesley were satisfied and left for home—Mayor Robertson alone remained. In a subsequent interview Mr. Foster again informed Mayor Robertson that his mission had been successful and that he would be notified officially by telegraph before he reached St. John of the decision of the government. Mr. Robertson took the next train but he reached home without getting the official telegram. He

waited a few days more for the promised reply and then asked Messrs. Hazen and Chesley to meet him and discuss the situation.

A long and a serious discussion followed. The ending of the conference was somewhat sensational, as Messrs. Hazen and Chesley prepared and signed a telegram to Mr. Foster, placing their resignations as members of parliament, in his hands, unless there was an immediate official confirmation of his verbal promise made a week before. The reply from Mr. Foster to this was a telegram, asking that no further action be taken and repeating his assurance to them that the official confirmation would be forthcoming at once. A day or two later it was duly received. St. John had got what was asked for, but apparently had got it most unwillingly, and in the light of subsequent events would not have got it at all only for the persistency of the mayor.

Getting Ready for the First Winter Business.

The subsidy for the Steamship line secured, the next thing to be done was to make preparations for handling the freight inward and outward. The wharf the city had constructed in 1891 was without warehouse accommodation and there were no railroad tracks to the wharf nor cattle sheds for handling live stock. There was a warehouse with railroad connection on the old wharf which formed part of the Carleton Branch property and the elevator also had railway connections. An agreement was quickly reached between the railway and the city regarding the extension of the rails to the Union Wharf and on November 14, less than a month after Mayor Robertson's message had been sent to the Council authority was given the city engineer to prepare plans for the warehouse. This did not take long and a few weeks later the contract for the warehouse was let and its erection commenced. Expedition was the order of the day and two months later the warehouse] was completed, and freight was being handled across its floors from the steamship to the cars. After 22 years of waiting St. John was now enjoying the promised fruits of Confederation for the first time. A new enthusiasm was born in the people and old and young thronged to the West side to see for themselves the work that was being done. So quickly had the negotiations

which brought about the first winter port season been conducted, that the facilities were far from complete, but what was lacking in this particular was made up in other ways, and the experiment proved a success far beyond the hopes of the most sanguine.

The First Winter Port Steamer Arrives.

The first steamship to arrive carrying general cargo for distribution throughout Canada was the Lake Superior commanded by Captain Stewart, a veteran in the Atlantic service. She sailed up the harbor amid a general salute of tug boat whistles and moored at the Sand Point wharf December 3, 1895. The Canadian Pacific people in the west had been doing yeoman's service and had a large quantity of freight, not only in the yards at Sand Point, but also on every siding and railway yard between Montreal and St. John. In a few hours after the Superior was moored men were at work discharging the cargo which was immediately transferred to cars and given quick dispatch to its destination. So energetic were the officials of the Canadian Pacific that the goods were delivered in Toronto and Montreal hours in advance of those shipped through Portland, Boston and New York, and arriving at the same time, and this excellent record has been maintained. St. John had certainly made a good start in her winter trade, notwithstanding many disadvantages, and the fact that the men handling the goods were without great experience in transferring general cargo. The holds of the Lake Superior were soon emptied and then the loading commenced. This was accomplished and the Lake Superior sailed away again on the 13th of December, having been in port 10 days. The next arrival was the Concordia of the Donaldson line which reached port on December 20th from Glasgow and discharged her cargo at the same berth as that occupied by the Lake Superior.

The Quick Despatch Through St. John.

One steamship after another arrived, and all were given quick dispatch, and the record made in the delivery of western freight exceeded the best expectations of all who were interested in the development of St. John as a winter port. From the very incep-

tion of the trade it was evident that St. John could meet the competition of any of the United States ports which had hitherto enjoyed a monopoly of the winter trade of Canada. At the end of the season it was found that 22 steamships of 50,892 tons register had been discharged and loaded at this port without hitch or accident. Every one of the master mariners who was interviewed on his experiences coming to and leaving the port, made favourable report and spoke in the highest terms of the excellent dispatch he had obtained. The experiment was a pronounced success and St. John was more than ever determined to become the Winter Port of Canada. For 20 years following the completion of the Intercolonial Railway the mail steamers subsidized by Canada had been touching at Halifax to land mails and passengers. At first they had also landed much freight but each succeeding year witnessed a diminishing quantity of the latter, until when St. John entered the field as a Canadian winter port, all the freight for Western Canada was practically being landed at United States ports.

Success of the First Season.

So successful had the first season proved that the people of St. John were determined that the experiment should be continued on a much larger scale. There was a clause in the contract made between the city and the Canadian Pacific Railway Company which required the company to increase the facilities as the trade developed. Negotiations were commenced between the railway company and the City Council looking to the carrying out of the contract. It was perhaps due to the anxiety of the city to secure Canada's winter trade and the faith of the aldermen in the capability of the port to handle this trade that produced the agreement of 1896 whereby the city was to build the wharves and the Canadian Pacific was to contribute \$56,500.

The summer of 1896 was a busy time in St. John. Following the agreement with the Canadian Pacific, what was known as the Leary leases were acquired and other properties obtained by arbitration. The new acquisitions gave the city entire control of the wharf property north of Protection street. Houses and sheds were razed or removed to some other location. A dredge was brought here from the United States,

there being none owned in Canada that would work in our tidal waters during all of the 24 hours. Plans for the new wharves which extended west to Union street were prepared and the work of construction commenced early in July. A lamentable error was made in this matter which cost the city a large sum of money and delayed the completion of the wharves for a year. But so enthusiastic were the members of the Council and the citizens generally, that notwithstanding the costly error, another style of construction which had proved enduring in our tidal waters was proceeded with, and finally the wharves were completed for the winter trade of 1897-8. The facilities were improved for the trade of 1896 by the erection of another warehouse on the easterly face of the Union wharf, so that there was accommodation at the new terminal for three steamships to load or discharge at the same time. But the trade of 1896-7 taxed the facilities to their fullest extent. During the initial season there were but 22 steamers loaded at St. John, while in 1896-7 the number was increased to 46. With all the facilities completed in 1897-8 there were only 48 steamers berthed on the West side but the average tonnage was increased by 151 tons which made a vast difference in the carrying capacity of the steamers and the amount of freight handled.

The Mail Subsidies.

For some years prior to 1896 there had been an agitation in the Maritime provinces in opposition to the subsidizing of mail steamers which made a United States port their final port of call. This was due to the fact that the steamship lines subsidized to carry the Canadian mails after leaving the mails at Halifax went on to Portland, Maine, for cargo. This cargo was supplied by the Grand Trunk and while chiefly Canadian produce there was always a percentage of the produce of the United States shipped through Portland, and obtained by the Grand Trunk from its connecting line, the Chicago and Grand Trunk, which runs between Detroit and Chicago. The agitation was renewed with increased vigor as soon as it was demonstrated that the Canadian Pacific Railway could handle import and export trade successfully through St. John. A general election was looming up. There-

had been a perceptible growth in the great northwest and national sentiment was being aroused as it never had been before. In the election campaign of 1891 the old flag had been waved aloft and the cry of the dominant party had been Canada for the Canadians, and it had won out with a handsome majority. Judging from the attitude after the election it was evident that some politicians thought that it was only a campaign cry, and failed to realize that the national sentiment of the people had been aroused by the insulting offer, of some among our neighbours, who plainly said that Canada was for sale. The Conservative politicians at Ottawa were willing to take all advantage to be obtained by arousing the loyal sentiments of the people and then forget their pledges and promises, but in this instance they reckoned without the host. Young Canada was a new factor to be met and dealt with by the politicians. The existing mail contract was about expiring and the Maritime Provinces demanded that no more Canadian money should be used to encourage Canadian commerce being carried past our own ports by steamships subsidized with Canadian gold. This open agitation was not to the liking of the rulers at Ottawa. They had other schemes afoot.

The Election Campaign of 1896.

There were many things about the election of campaign of 1896 that makes it unique in the history of Canada but in no place was the feeling of unrest more easily discernable than in St. John. The people had not forgotten that the Conservative administration at Ottawa had ignored their pretension to become the winter port of Canada after the opening of the Intercolonial Railway. They remembered with great distinctness that this same government had positively declined to provide a grain elevator at this port but had constructed one at Halifax through which but one or two cargoes of grain had passed. They had seen carload after carload of West India freight hauled over the Intercolonial while the steamer that was to receive this cargo at Halifax was lying in St. John harbor—the West India line calling at both ports, notwithstanding that St. John had originally promoted the line in the hope of securing a share of the West India trade. The indifferent manner in which Hon. Mr. Foster

had received their request to have the small subsidy granted the year before was still fresh in the minds of the people. While elated at the success which had attended the inaugural winter port season and fully determined to go on and provide greater wharf and warehouse accommodation, St. John was smarting under the indifference of the Conservative party to her aspirations. Therefore when an advertisement appeared calling for tenders for the mail service between Canada and Great Britain, which was generally described as the Fast Atlantic Service, for the performance of which the government of Canada offered a subsidy of \$750,000 annually for a period of ten years, and named Halifax alone as the port of call during the winter season, the people were thoroughly aroused. This last act on the part of the Conservative government coupled also with the rumor that it was the intention of Sir Charles Tupper's government to revive the Harvey-Salisbury railway project, was generally regarded as an attempt to wrest from St. John the advantage obtained by the successful use of the port during the previous season, and to hand over to the rival port the trade which really belonged to St. John. The Board of Trade took the matter up and it was fully and freely discussed at a meeting held in April 1896, and a resolution passed asking the government to recall the advertisement and allow the tenderers to name the Canadian port preferred for the service. This was not a great concession, but Sir Charles Tupper who had always opposed the pretensions of St. John to become the winter port of Canada, was then Premier of the Dominion, and he flatly refused the mild request of the St. John Board of Trade, although it was also endorsed by the Board of Trade of Montreal.

Indignation in St. John.

The refusal of Sir Charles did not end the agitation, but rather fostered it. For days it was the one subject under discussion in Parliament. must be prologued through lapse of time in a few weeks and meanwhile every effort was made by those interested in the success of the Conservative party in the election, which was certain to be called on, to arrange matters in a manner that would be satisfactory to the people of St. John. But Sir Charles Tupper refused to yield any ground,

CANADA'S WINTER PORT.

and Hon. Mr. Foster, who had secured a nomination in York county, which was considered by both political parties a safe seat for him was indifferent. No compromise could be reached and for a fortnight this agitation against the Conservative government continued and finally on May 19 a public meeting of citizens was held. This meeting was largely attended and representative in character. After a discussion of the question in all its bearings the following resolution was moved by Mayor Robertson and passed unanimously.

Whereas it is the declared policy of the Government of Canada to establish a line of fast mail and passenger steamships between Great Britain and Canada and to subsidize the same for a period of ten years to the amount of \$750,000 annually, and a call for tenders has been issued naming Halifax as the winter terminal port of Canada, the government declining to accede to requests of the St. John and Montreal Boards of Trade contained in the following resolutions:—

The Board of Trade of the city on the 1st ult passed a resolution urging upon the Dominion Government that in calling for tenders for the proposed fast line no Canadian port be specially mentioned, but that it be left open to the steamship companies tendering to select their own Canadian ports for the proposed service.

The Montreal Board of Trade has endorsed the above and has memorialized the government to have the call for tenders to read "St. John and Halifax," leaving it to the steamship companies tendering to decide which is the better port for the winter terminus. On the 5th inst the St. John Board of Trade unanimously adopted the following resolution:

That as the citizens of St. John wish to place their views before the Dominion and Imperial authorities, the Dominion government be requested to extend the time for receiving tenders for the fast mail service to August 10.

Therefore Resolved, That it is the universal feeling of the people of St. John that a grave injustice will be done to the city and province if the government persist in ignoring the claims and advantages of this port, and this meeting desires respectfully, but most earnestly to ask the government to change the call for tenders for the fast Atlantic service, so as to give to tenderers the option of making St. John the winter terminal port.

"Harvey Junction, Change Cars for St. John,"

This was at the beginning of the campaign which ended in the defeat of the Conservative candidates in St. John and also ended the ministry and political career of Sir Charles Tupper. As an outcome of the agitation against the treatment received by St. John at the hands of the Conservative government an independent party was formed and placed Hon. William Pugsley an

Mr. D. J. McLaughlin in the field as candidates. While neither succeeded in getting a plurality of the votes cast, the number of votes polled for them showed that St. John was thoroughly in earnest in its effort to become the winter port of Canada and was willing to make political as well as financial sacrifices that the end in view might be attained. An illustration of the length the supporters of the independent ticket were prepared to go is shown from a speech delivered by Hon. Robert Maxwell, now a member of Mr. Hazen's government and an ardent conservative, at Fairville on June 1, a few days after Messrs. Pugsley and McLaughlin had accepted nomination. After discussing the numerous issues before the people Mr. Maxwell is reported by the Telegraph as follows: "He argued that should the Fast line become an accomplished fact and should the Harvey-Salisbury line be built then the unwelcome sound would be heard from north, west and south at Harvey, 'Harvey Junction change cars for St. John.'" When he uttered these words Mr. Maxwell had in mind what had occurred at Moncton when Sir Charles Tupper was Minister of Railways. Through trains were run from Halifax to River du Loup and the cry was heard daily, "Moncton, change cars for St. John." Under Conservative rule St. John was side tracked, but in June, 1896 the Tupper influence, which had dominated all other influences at Ottawa, where Maritime Province interests were concerned ended forever, and with the passing of Sir Charles Tupper from the political arena St. John commenced to grow in population, in commerce and in influence.

The Atlantic Mail Contract.

The New Brunswick representative in the Laurier administration which succeeded to power was the late Hon. A. G. Blair, whose name was a household word in the province, whose provincial affairs he had successfully guided for thirteen years. Mr. Blair was a different class of man from Mr. Foster. He was keenly alive to the material interests of the province, a genuinely progressive citizen and a man of brilliant attainments and thoroughly in earnest in the work he had undertaken as Minister of Railways. His influence in the government of Sir Wilfrid Laurier was unquestioned, and one of the conditions he made

in accepting the portfolio Sir Wilfrid placed in his hands was that the Intercolonial railway should not only be re-organized but re-equipped to meet modern requirements. About the first important question affecting the interests of St. John was the Atlantic mail contract. Hon. Mr. Foster had made the statement publicly that the policy of the Conservative government was to give the mail subsidy only to steamship lines using Canadian ports exclusively, and it was also given out that an Order-in-Council had been passed to this effect. It is not quite clear that this latter statement was made by Mr. Foster personally but when the matter came up for consideration by the new government they were unable to find any such order, but were informed that the Conservative government had given the steamship lines private assurances that there was no immediate intention of changing the existing state of affairs. In other words had there been no change of government the subsidized mail steamers would have continued to touch at Halifax and go on to Portland, Maine to discharge and load cargo as they had been doing. The situation which confronted the government was a difficult one. The mails had to be handled and the time to make arrangements was short. The Fast line project was still in the air. Opinion in the country was divided as to what should be done. In any event it was impossible to complete arrangements for the Fast line service for many months. While the policy of the Laurier government was to pay Canadian subsidies only to steamships using Canadian ports it was manifestly impossible under existing circumstances to carry out this policy, so far as the mail contract was concerned, and the only course open to the government was adopted, and the contract which was in the hands of the Allan and Dominion steamship companies was extended, with the understanding that at the close of the term agreed upon the subsidy would apply only to Canadian ports.

Canadian Subsidies for Canadian Ports Only.

When the time expired the two companies having the contract did not tender for the service and arrangements were made with the Beaver line to carry the Canadian mails for a year. It was evident from the attitude taken by the steamship companies that they were of opinion that the government would be com-

pelled to accept their terms and extend the contract again. The action of the government was a distinct notice to these companies that it was the intention of the government to adhere strictly to the policy of subsidizing only the lines using Canadian ports all the year around. This was a great relief to the people of St. John who had then expended upwards of another quarter of a million to provide terminals for the over sea traffic of Canada. In 1898 when the contract with the Beaver line expired the government awarded the mail contract to the Allan and Dominion lines but Portland, Maine had ceased to be the final port of call for the Canadian subsidized mail service and the two steamship lines sent their steamers to St. John during the season of 1898-9 but declined to renew the contract the following year and did not tender again until 1902 when the Allan and Elder Dempster lines performed the service jointly, the latter company doing the work exclusively during the preceding two years and also during the season of 1902-3. The following year 1903-4 and since then the ocean mail service has been performed by the Allan and C. P. R. lines. In the meantime great improvements have been made in the Canadian Atlantic mail service. New, larger and faster steamers have been provided, and although the steamers do not make as many knots per hour as the latest greyhounds sailing out of New York, they are speedy boats and the shorter distance between Canadian and British ports, as compared with the distance the New York liners have to make, permit the passengers using the Canadian route to cross the ocean in about the same time. The persistency with which the Liberal government has adhered to the policy of granting subsidies only to the steamship companies which used Canadian ports alone has certainly been responsible for a large share of the success which has followed the adoption of St. John as Canada's winter port. Had Sir Wilfrid Laurier and his government yielded to the demands of the steamship companies there would have been a different tale to tell and St. John would not have been able to show so large a share of the Canadian winter trade as she can now boast.

Growth of the Winter Trade.

The development of winter trade through St. John was rapid

and every year with one exception has shown an increase over its predecessor.) In 1895-6 we had but two lines of steamers operating out of St. John, the Beaver line and the Donaldson line; the first mentioned to Liverpool and the second to Glasgow. For some years previous, the Furness line had been making regular sailings between St. John and London, and in 1895 made an arrangement with the Canadian Pacific to carry any export freight for that port, which the railroad could procure, so that St. John practically had three lines for the first season. The second season witnessed the introduction of a third service, to Dublin and Belfast, the Head line furnishing the boats. All of these were subsidized by the Liberal government and have been steadily maintained. During succeeding years regular communication has been provided with Manchester, by the Manchester line and with Bristol by steamers owned by the Canadian Pacific railroad company which company afterwards added a line to Antwerp. So many steamers severely taxed the facilities of the port and demonstrated the necessity for more wharves.

First Help from Ottawa.

While the City of St. John was pushing the work of preparing for the increased trade which it was evident would follow the success of the first winter port season, an appeal was made to the government of Canada for assistance in the dredging for the proposed new wharves. Dredging is the most expensive part in connection with the terminal making at St. John. At the time the request was made the government of Canada had no dredge capable of working in the tidal waters of the harbor except the Cape Breton which was at Shediac and was loaned to St. John. This was entirely contrary to the precedent established by the Conservative government, which in 1881 had refused positively to do any dredging at St. John, on the ground that it was a private harbor and not under the control of the federal government. St. John is one of the few harbors in the Dominion so constituted. When the charter of the city was granted in 1785 the rights and privileges and the revenues arising from the harbor were vested in the corporation of the City of St. John, which was given powers to make laws governing the harbor and its use, subject to the revision of the Executive gov-

ernment of the province. In 1881 it was discovered that the water was shoaling along the entire harbor front, as the result of the silt deposits, brought down each spring by the freshets. At a conference between Sir Leonard Tilley and members of the Council held at the Mayor's office this matter was laid very forcibly before the then Finance Minister and he in turn promised to submit the matter to his colleagues at Ottawa. He did so with the result already told. All that was done was to dredge the tail off the Navy Island bar to permit the ferry to make trips with less risk of grounding than previously. The city bought a small dredge later and it has done much work in intervening years.

\$40,000 Saved to the Ratepayers.

Hon. Mr. Tarte, then Minister of Public Works was deeply interested in the experiment of making St. John a winter port of Canada. He set aside the Conservative precedent and for many weeks the Cape Breton worked side by side with the American dredges which had been engaged by the city. No estimate has ever been made public of the value of the dredging performed by the Cape Breton but the city paid the owners of the American dredges at the rate of \$500 a day for day and night work, and the saving to the city from the work performed by the Cape Breton was very large indeed, and must have amounted to fully \$25,000. This does not include the work which was done later when the dredges operating on the river during the summer months were put to work at the expense of the federal government during the winter season. It is not an over estimate to say that the action of the Liberal government at Ottawa saved the taxpayers for dredging alone the large sum of \$40,000. The west side improvements had added \$260,000 to the bonded debt of St. John at the end of 1896. Between 1896 and 1898 the city had expended in cash \$358,000 more. The direct saving to the taxpayers through the government's action was therefore in the neighbourhood of \$2,000 annually. Very little has been said in the public press regarding this most important work done by the government at the very inception of the effort to make St. John the Winter Port of Canada.

The New Intercolonial Terminal.

While the city was energetically pushing the West side improvements, Hon. A. G. Blair as minister of railways was making arrangements for the improvement of the Intercolonial service. The first step in this direction was the extension of the railway to Montreal. Although millions had been expended on the Intercolonial it still had its western terminus in a field near Quebec. Mr. Blair realized very soon after he became Minister of railways that this incongruous condition of affairs had to be changed, if the Intercolonial was to take the place among the railways of Canada its mileage in the maritime provinces entitled it to. By the purchase of the Drummond county railway and the lease of running rights and terminal facilities at Montreal from the Grand Trunk an entrance into the commercial metropolis of Canada was obtained for the Intercolonial railway, and at the same time better terminal facilities were provided at St. John and Halifax.

At St. John what was known for many years as the Long Wharf at the northern end of the harbor was acquired and the wharf replaced by a modern structure with adequate warehouse accommodation. This wharf and the grain elevator which was built on the site of the Harris car works, which the Conservative party had been instrumental in removing from St. John to Amherst, cost upwards of half a million of dollars and has been of the greatest value in developing the winter trade of St. John. The wharf has accommodation for two steamships of the largest size, and since its completion has been continuously occupied during the greater part of the year.

Intercolonial Export Trade.

All remember the ridicule that was heaped on Mr. Blair for expressing the hope that the Intercolonial would become an important factor in the development of export trade through St. John. The elevator was criticized in the harshest language as a waste of public money and the people were told by Conservative newspaper writers that it would never be used. Yet during the winter season of 1907-8 over 1,000,000 bushels of grain were loaded on steamships at this port, which grain was hauled over

the Intercolonial and which could not have been exported at St. John if the elevator had not been constructed. Between January, 1901 and July, 1908 there have been 598 vessels berthed at the new Intercolonial pier. During the winter season of 1906-7 the new wharf accommodated 75 steamers and the same number during the winter season of 1907-8. The number of cars of freight handled in the Intercolonial yard in 1906-7 was 58,000 and in 1907-8, 62,045. These figures do not include the freight handled for the Canadian Pacific but represents the freight brought to and taken from St. John by the Intercolonial during the winter season. The total tonnage of freight handled in these cars was 331,651 tons. While under Conservative control not a pound of freight was brought to St. John over the Intercolonial for export. This winter freight is new trade for St. John brought here over the government railway under Liberal rule. Most of this freight was carried away by steamship lines that formerly made Portland, Maine their winter terminus and which came to St. John as the direct result of the Liberal policy to pay subsidies only to steamers using Canadian ports exclusively. The handling of the freight over the Intercolonial railway has distributed a vast sum of money among the working men of St. John.

Further Wharf Extension.

The original place of wharf extension on the West side included the erection of three more steamship berths on the site of South Rodney wharf. When the wharves planned in 1896 were completed it was found that the city had expended over \$600,000 in actual cash, and had abandoned revenues which was equivalent to an expenditure of another \$100,000. Tax bills were larger, and while there was a cry that the city had gone as far as its means would justify, it was evident that the constantly increasing trade demanded the completion of the original plan. While the aldermen were considering a course of action it was made clear that not only was the business too great for the city wharves, but the Intercolonial accommodations were also being taxed to their utmost. The McLeod property on the Eastern side of the harbor was purchased and a new wharf built, and it too was continuously occupied.

Two Successful Appeals to Ottawa.

In 1905 it was decided by the Council that additional wharf accommodation must be provided or some of the steamship lines would be compelled to seek accommodation elsewhere. In this dilemma it was decided to appeal to Ottawa for assistance. A delegation went to the Capital and laid the matter before Hon. Mr. Emmerson and the government. The civic delegation asked that the government undertake the dredging of the sites, the delegation undertaking that the city would build the wharves. This proposition was heartily acceded to and in a short time the contract for dredging was let and the construction of the wharf which was completed for use during the season of 1907-8, was begun. For a second time the government cast aside the precedent of the Conservative party that St. John harbor being a private harbor was not entitled to assistance from the Federal Government. In making the grant for dredging the Liberal party recognized St. John as the Winter Port of Canada. How important this grant was to the taxpayers is shown in the statement that the wharf and warehouse as completed cost the city \$150,000 while the government paid \$250,000 for dredging.

One wharf was not enough, another had to be built. Again the Liberal government was appealed to and agreed to pay for dredging the site on the second wharf. In all, the Federal government has expended \$500,000 for dredging since undertaking the work. Had this work not been undertaken by the government the tax payers of St. John would have been compelled to spend the money or see the trade they had already made such sacrifices to obtain go elsewhere.

What Hon. Mr. Pugsley Has Done.

When Hon. Mr. Pugsley was unanimously elected to represent St. John he promised to do his utmost to assist the city to continue the work of harbor improvement. He has faithfully carried out this pledge. He secured a grant of \$25,000 to deepen the water at wharves already constructed. Then he induced his colleagues in the government to undertake the construction of the third wharf which completes the original plan. To do this he got an item placed in the estimates of \$400,000. Tenders are now being advertised for this work. The borings at Courtenay Bay which prove the possibilities for future harbor extension in that direction would never have been made if Mr. Pugsley had not insisted,

wharf
lines
this
. A
Hon.
sked
the
rves.
time
the
7-8,
the
bor
om
ing
t of
s is
as
aid

ain
for
ov-
ng
rn-
to
ch

ha
or
nt
n-
ce
al
n-
y
on

Future Harbor Extension.

The General Manager of the Grand Trunk Pacific after a careful survey of the harbor of St. John told the people that Courtenay Bay was the only place suitable for yard room and docks for the winter port of the new Transcontinental railway. The only difficulty in the way was lack of knowledge concerning the nature of the bottom under the bay, and to gain this knowledge borings must be made.

Hon. C. W. Robinson Premier of the Province was deeply interested in bringing the traffic of the Grand Trunk Pacific over the Central Railway. He immediately communicated with Mayor Sears offering to bear a portion of the cost of the borings at Courtenay Bay. Before action was taken by the Common Council the Robinson government was defeated and the matter dropped out of sight until a delegation from the Council went to Ottawa to confer with Hon. Mr. Pugsley on Harbor matters. At the conference Mr. Pugsley demonstrated to the civic delegation the necessity of accurate information concerning the possibilities of Courtenay Bay for harbor extension, and offered to join with the city and Provincial Government in the cost of making the borings.

As a direct result of Mr. Pugsley's action the borings have been made and it has been demonstrated that there are no difficulties in dredging Courtenay Bay and that a good and safe harbor can be constructed, and ample terminal facilities provided at St. John for Canada's second Transcontinental Railway.

Had it not been for Mr. Pugsley, backed by the Liberal Government, no action would have been taken, either by the Conservative Government at Fredericton or by the Common Council. **It is certain, now that Courtenay Bay can be utilized, that St. John will be the winter terminal of the Grand Trunk Pacific as well as the Canadian Pacific.**

What Winter Trade Means.

A total annual expenditure for steamship labor and supplies of nearly half a million dollars.

An average annual expenditure for the past four years of \$150,000 for loading and discharging the steamships.

The circulation of \$100,000 annually among Railway men and laborers handling the import and export freight brought here by the steamships and railways.

The employment of over 2,000 men who would otherwise be idle during the winter season. These include laborers, carpenters and other mechanics.

The disbursement among the merchants and traders of the city of upwards of \$150,000 during each season for supplies of various kinds for the steamers. This new business also benefits the farmers by furnishing them with a better market than they ever had before.

What Liberals Have Done.

The Liberal government at Ottawa aided St. John in developing the Winter Port trade by assistance for dredging in 1896-8 to the extent of \$40,000.

In 1906 the Liberal government at Ottawa undertook the dredging for the site of the new wharves and since then has expended \$500,000 in this important work.

The new Terminal for the Intercolonial constructed by the Liberal administration which cost half a million dollars gave the city another grain elevator, a cold storage warehouse and two additional berths for ocean steamers without cost to the city.

In 1908 the Liberal Government was induced by Hon. William Pugsley, Minister of Public Works, to undertake the completion of the Sand Point wharves, and Parliament voted \$400,000 for this purpose. This provides the necessary facilities and lessens civic taxation in St. John.

