

THE WINTER PORT.

Your Delegate moved—"That, in the opinion of this Board, it is the duty of the Government to use every effort to make Halifax, via the Intercolonial Railway, the Winter Port of the Dominion for shipping to Europe the produce of the West, as well as for forwarding mails and passengers."

In support of this motion, your Delegate urged—

1st. That the Intercolonial Railway stood in a different position to the country than if it were merely a commercial undertaking. It was one of the principal inducements for Nova Scotia to enter the Confederation, and, without it, Confederation was impossible. Until used in the way indicated in the resolution, it failed to accomplish the purpose for which it was built.

2nd. That the Railway should be operated in the same way as the Canals, not on commercial principles, but for the development of the trade of the country, and for the common good of the people, in the same way as the common highways. Your Delegate argued that, if it was for the good of the country to spend \$15,000,000 additional on the Canals, (which is now being done,) without any hope of direct returns from the outlay, so it was also for the good of the country to spend the public funds, if necessary, in operating the Intercolonial Railway so that the greatest possible benefit might be derived from it. The indirect revenue would in time more than counterbalance any direct loss, and the carrying of through freight to the Atlantic would lead to other profitable business to the Railway.

3rd. That the line of steamers receiving a subsidy from the Dominion should be made the means of initiating this trade. This can be done only by making Halifax the *terminus* of these steamers; and when the term of the present subsidy expires, *that* should be made a condition of its renewal. If the Allan line will not consent to these terms, other lines *will*, as there are many advantages