

bridge will be the best means of communication, the necessary steps to be taken to protect the public interests so that the bridge should not be under the control of any one railway corporation.

2. *Resolved*, That it is the opinion of this meeting that the Atlantic winter port of the Canadian Pacific Railway should be located in the Maritime Provinces, and that the Federal Government be requested to assist, with subsidies and otherwise, any line or lines of railway that will shorten the route to, and make the said winter port in the Maritime Provinces.

It was also resolved that the foregoing resolutions should be presented to the Dominion Government at an interview to be arranged for on Saturday, 9th February. The delegates from the City of Halifax, accompanied by Messrs. Daly and Stairs, the Members of Parliament for the city and county availed themselves of an opportunity that offered to wait upon Sir Charles Tupper, Minister of Railways, to whom they presented a copy of the resolutions passed at the conference, and at the same time discussed with him the subject of their mission and other matters of interest connected with the City of Halifax. Sir Charles informed the delegates that it was not likely a third line of railway between Montreal and Quebec would be viewed with favor by the Government or Parliament, but that some arrangement was possible by which the North Shore Railway might be acquired by the Canadian Pacific Railway Company, or worked in connection with that road. In this event a railway bridge at Quebec would become a necessity in order to connect with the Intercolonial Railway, and this bridge would also further the interests of a short route from the West, passing via Quebec to the maritime ports in the Lower Provinces. The Minister expressed his interest in and his desire to assist in establishing a short line of Railway connection between the Canadian Pacific Railway and the principal maritime ports of the Dominion. He stated that he had reluctantly come to the conclusion that while the business of the Intercolonial Railway was increasing, and while it was a very valuable road to the Dominion of Canada, it was too long to complete successfully for the traffic of the West with shorter and more direct routes to the seaboard. He had done all in his power to develop the traffic of the road in every possible way, especially in cheapening freights on grain; also by providing an elevator, stores, wharves and other shipping requirements, but so far the experiment had not worked successfully, and though the terminal facilities for handling the products of the great West at Halifax were not excelled, if equalled, by any other port in the United States or Canada, little or no grain or other western products had been shipped. The expectations of a through traffic on which the expenditures for the elevator and improved terminal facilities were based had so far not been realized. It may, however, be admitted that the short supply of grain available the past year for shipment from Canada might be one reason for so little grain passing through the Port of Halifax. Attention was then directed to the proposed short line of railway starting from Montreal, thence by lines either built, projected or under construction, to the border of