

Union were accepted in good faith by the people and the representatives of the people of the Maritime Provinces and were implicitly believed in by the large proportion of the people who were favorable to the Union, and many of those who were conscientiously opposed to it were induced to forego their dissent, solely on the faith of the construction of the Intercolonial Railway from the cities of the west to the tide waters of the Atlantic in Halifax harbor, so as to make a national highway through the Provinces of Quebec, New Brunswick, and Nova Scotia, and by vitalising the trade and commerce of the Lower Provinces, compensate in some degree for anticipated disadvantages and possible losses, which were feared might arise from the proposed connection.

That during the construction of the railway, the people of the Maritime Provinces continued to feel confidence in the continued promises and engagements of the statesmen of Canada, and looked forward with joyous anticipation to its completion when, in the ordinary course of events, the National railway would fulfil its obligations to the people of the Maritime Provinces who cheerfully bore the burdens entailed, not only by the construction of this great work, but of the other large expenditures of the General Government on Canals and other internal improvements, thus fulfilling their share of the contract.

That during the first few years of the operations of the railway, while the people of the Maritime Provinces did not realise the expectations based upon the engagements of the Dominion Government, as the successors of the statesmen who framed the compact, they were willing to make all needful allowances for perfecting connections and removing obstacles in the way of the complete fulfilment of the promises made, and constantly reiterated, to develop the import and export trade of Canada, *via* the national winter port of Halifax.

That further evidence of the intentions of the statesmen of Canada to build up a Canadian winter port is given by the present Premier of the Dominion, who, in a letter addressed to Sir Charles Tupper so late as January 1878 writes, "I have been much pleased to see the energy with which the people of Halifax have taken up the interests of their fine harbor. No effort, in my opinion, should be spared to build up an Atlantic port in the Maritime Provinces with the trade and traffic of the Dominion rather than a foreign one. I feel a personal interest in this matter, as being responsible, with my colleagues for the construction of the Intercolonial Railway and the location for which I was so heartily abused. I am therefore naturally anxious to see the railway a success financially and otherwise, and that can only be secured by directing as large a volume of traffic as possible towards and over it, and thus developing and extending the trade of its great terminus at Halifax. I hope the Government will be induced to make an extra effort for the purpose. If they do not, they will fail of their duty, and will be reminded of their failure at the next general election." About the same time Sir Charles Tupper, in his speech at Richmond, said, "There is one other thing that I feel called upon to say, and it is this: while we are deliberating upon the general question, which interests not only this city or county but the whole Dominion as well, whether it is the business of Canada to be allowed to go to build up a port in the United States. With such a question before us, why chafe for about a few pence? Suppose we could accomplish such an object as that, what would it matter even though for a time we did not pay running expenses? In dealing with a question of this nature, we should not come down to too fine a point. But gentlemen it will not be long before there will be a change in the Government of this country, and then with the men who have stood nobly by me in the past we will place the terminus where it ought to be—at West's wharf, and you will see built, not by them but by us a terminus with a grain elevator and everything needed to make a real water-side terminus."

That three years have elapsed since those declarations were made. No elevator has been built, the trade and traffic of the Dominion still goes to enrich foreign ports, instead of being directed towards the Intercolonial and over it so as to develop and extend the trade of its great terminus at Halifax.

That while the manufacturers and merchants of the Provinces of Quebec and Ontario have enabled, by means of the Intercolonial Railway, to pour their products into the Maritime Provinces thereby militating against the home trade of those Provinces, and causing so much dissatisfaction that serious discontent will arise in the future unless such reciprocal advantages be granted in the working of the Intercolonial Railway as those now prayed for by your memorialists.

That ample time has now elapsed since the building of the Intercolonial Railway and the clearing away of the difficulties, which at first beset the rapid and regular running of the trains, and the patience of the people of the Maritime Provinces is well nigh exhausted, when they experience the continued delays in the complete carrying out of the agreements and promises in making a national outlet *via* the port of Halifax; and a feeling of alarm, almost amounting to consternation, has taken hold of our people in witnessing freight which for two winters had been landed at Halifax for transmission over the Intercolonial Railway, carried to a foreign port, thus losing to the road the temporary ground gained—in fact, almost entirely abrogating the whole conditions entered into by the Government of Canada in these particulars and damping the hopes and expectations based upon the engagements of the Dominion compact.

That it was never contemplated by the Terms of Union that Canadian Government subsidies should be used to build up and encourage lines of steamers to divert freight and passengers from Canadian Government Railways to those of a foreign country, as is now being done, thus undoing that, which in the determination of Canadian statesmen at the time of making the Union compact, (and since reaffirmed) was one of the very foundation-stones of Confederation, *viz*, the building up of Canadian ports for the inlet and outlet of commerce east and west over British Canadian Territory.

That the people of the Maritime Provinces consider the good faith and National honor of the Government of the Dominion of Canada is bound up with the complete and satisfactory fulfilment of the Terms of the Union compact, not only in the letter, but in the spirit of the terms.

That until the spirit of those terms so clearly promised, confidently accepted, and implicitly believed in, are carried out in the completion of the equipment of the Intercolonial Railway at the national outlet by means of grain elevators and terminal facilities, as provided and possessed by other first class roads, and by ceasing to grant subsidies to steam lines whose operations are injuring Canadian trade by diverting traffic from Canadian ports and Canadian railroads, the people of the Maritime Provinces consider that the Terms of Union have not been fulfilled, and that the conditions of the solemn compact have not been kept.

That in addition to the promises of completing proper facilities at the winter Atlantic outlet of the Dominion, it would naturally seem to be the duty of the Government to use all means to induce and develop the export and import trade of Canada over the National highway, as was promised, not only when propounding the scheme of Confederation, but from that date down to the present hour, and by any and all inducements to deepen and widen the channel of traffic on their own railway and over their own territory.

That it has been proved by the experience of the past three winters that the Intercolonial Railway can be operated greatly to the advantage of the import and export trade of the Dominion, for while other railways on this continent have been blocked by snow storms, and traffic completely stopped, the trains of the Intercolonial Railway have not experienced any serious stoppages, but have made regular and rapid passages to and from Halifax and Quebec, so there is no reason to doubt that by means of proper facilities, enterprising management, and generous inducements, ultimate and complete success will attend the carrying out of the original intentions of the founders of the Union compact in making Halifax the outlet for the products of the great west.

That the data of the Railway Department can confidently be appended to, to show the satisfactory performances of the road and that no insuperable obstacles exist to the carrying out of its manifest destiny, that passengers, mails and freight *via* Halifax have been landed in Quebec and Montreal in many cases before the steamers which brought them across the Atlantic had arrived at Portland or Boston, and that from two to seven days time have been saved by landing freight for Quebec and Montreal at Halifax for transit over the Intercolonial Railway.

That the export trade of Quebec, New Brunswick, Nova Scotia and Prince Edward Island, will be largely developed by making Halifax a Terminal point for a line of Steamers to Europe. This with proper facilities given by the Intercolonial for the carriage and loading of grain, will attract shipping to this Port, thereby not only aiding in that development, but also giving to the Wheat producing Provinces an additional and truly independent winter outlet to Europe, an outlet, your memorialists are quite certain when properly tested, will strongly recommend itself to shippers of produce requiring quick despatch in transmission.