

CONCLUSION.

In bringing this address and review to a conclusion I would refer to the efforts being made to improve and extend the railway and steamship connections between our city and port and other ports in the Province, the Dominion of Canada, Great Britain and the Continent, the West Indies, and South America, and the United States of America. Freight and passage traffic inwards and outwards over the Intercolonial Railway is largely increasing, the shipping facilities at the Deep Water Terminus are being more appreciated and used, grain shipments are growing. Though there is a difference of opinion respecting the Short Line Railway now being constructed between Montreal and Halifax, it is only fair to state that its projectors promise to greatly reduce distance and time between the two cities. Complaints are made that the Windsor & Annapolis Railway time tables, freight and passenger rates operate to the detriment of the trade of Halifax with our Western Counties. This is to be regretted, and it is to be hoped that the representations made to the manager of this line may bring about some improvement.

Good results are expected to accrue to Halifax from the agitation over the ocean mail contract and it seems to be the universal desire that Canadian government subsidies shall only be used to build up our own ports.

Better steam connection on our coasts, east and west, is promised next season and our merchants are waking up to the fact that greater exertions are necessary if our city is to improve its position and to extend its trade.

Owing to the exceptionally fine summer and fall, mechanics and laborers have had more work than usual, and the outlook for the winter and coming spring is favorable. Operations on the Dry Dock will be continued through the winter, stone cutting and other preparations for the new City Hall and Dalhousie College will also be carried on, giving employment at a season when such work is usually suspended. Other