

one side in this consideration, and the want of proper facilities must be considered as a very prominent cause. It is asserted that frequent and urgent representations were made to the Railway Department from time to time (as the policy pursued continued to show that this trade, which promised, a few years ago, to grow to be an important branch, was falling off); but it is said no improvement in this respect has been made. It is stated by the colliers a few years ago there were 900 hoppers and 123 Halifax and Cape Breton Company's hoppers suitable for shipment. It was represented that this class of car is comparatively easy to handle by men at the wharves, and that they empty themselves, unless the coal be frozen, but the Railway Department purchased a number of 15 ton Gondolar cars, and reduced the number of hoppers to some 300 in all. It is represented that the Gondolars are too heavy for men to handle; that they do not discharge themselves; that at best but 60 tons per hour can be shipped from them, and that when coal is frozen, a much smaller quantity. There is no doubt but that many more cars are required before a steamship agent can be assured that he will get coal when he wants it, and that the proper place for empty cars is at the Mines, not at Richmond and intermediate sidings.

All of which is respectfully submitted.

(Signed.)

JOHN DOULL.

*President.*

HALIFAX, Feb, 25, 1884.

*To His Worship the Mayor and Members of the City Council:*

GENTLEMEN,—The delegates selected by you to confer with representatives of the Cities of Quebec and St. John, and to act in conjunction with them in pressing upon the Dominion Government the great necessity of taking steps to secure the location of the terminus of the Canadian Pacific Railway within the Dominion of Canada, beg to report:

Your representatives proceeded direct to Ottawa, where they met with a large and influential delegation from the corporation and commercial bodies of Quebec, also with Mayor Jones and Alderman Coldwell of St. John, N. B. A conference was at once held in the Parliament Buildings, to decide on the course of action to be adopted in brining the subject of the mission before the Cabinet Ministers.

After a long and exhaustive discussion of the subject in its relations to the several Provinces, the following resolutions were adopted:

1. *Resolved*, that it is the opinion of this meeting of delegates from the Cities of Quebec, Halifax and St. John, that the Federal Government should secure direct railway communication, independent of the Grand Trunk Railway, between Quebec and the Canadian Pacific Railway, and that improved railway communication be made with the Intercolonial at Quebec. If the Federal Government consider that a