

To His Excellency,

The Right Honorable, The Marquis of Lorne,

K. T., K. G. C. M. G., &c., &c.,

Governor General of the Dominion of Canada :

The Memorial of the Citizens of Halifax and of the Chamber of Commerce of the City of Halifax, setting forth the necessity of making Halifax the Winter Port of Canada,

Shumbly Sheweth :

THAT from the date of the Declaration of Independence of the United States of America which shut out the Canadas from the ocean in winter except through a foreign country, or over an almost impassable wilderness, the need of an outlet for that portion of the British territory in North America has been a very important consideration of its inhabitants, and its accomplishment the aim of succeeding generations of Canadian statesmen.

That during the war of 1812-14, Upper and Lower Canada were almost cut off from the Maritime Provinces and the ocean, from the close of navigation in December till its opening in May, and were thus largely deprived of assistance from the Lower Provinces and the Mother Country during the winters of 1813 and 14 continuing them in a position of great danger from want of an adequate means of inter-communication.

That during the Canadian Rebellion of 1837 British troops were compelled to march overland from New Brunswick to Lower Canada, entailing great distress and suffering, and, in some cases, even fatal consequences, and at this crisis the subject of a Union of the Provinces with its natural result, railway communication, was forcibly advocated by Earl Durham, who wrote "The formation of a railroad from Halifax to Quebec would entirely alter some of the distinguishing characteristics of the Canadas. Instead of being shut out from all direct intercourse with England during half the year, they would possess a far more speedy and certain communication throughout the winter than they now possess in summer."

That all successive proposals for a Union of the British Provinces into one confederal federation contained, as an imperative condition, the construction of an inter-provincial railway, without which it was asserted, no union could take place as no railway communication depended the common safety and the common advancement of the united country.

That this possible construction of an inter-provincial railway thus placed before the inhabitants of the Canadas and Lower Provinces, was for many years looked upon and sought after by the leading public men and successive administrations of the several Provinces, and permeated the public mind as the grand central benefit of a united British North American Confederation.

That during the "frost difficulty" the feeling of isolation among the people of British North America, and particularly of those of the Province of Canada, was intense, and the imperative necessity of the hour was felt and declared to be, communication by railway between the ocean and the west over British territory. In want of which, at this critical time Her Majesty's troops were forced in mid-winter to journey overland in sledges to Quebec, and from day to day the total stoppage of commercial intercourse between the Canadas and the Atlantic Provinces was imminent threatening entire suspension of business relations between the Western Provinces and the world and thus, for the time completely prostrating the export and import trade of British America west of the Bay of Fundy.

That in the year 1864, while a Conference of public men of Nova Scotia, New Brunswick and Prince Edward Island was about to meet to discuss the important question of a Maritime Union, the Canadian Government requested permission to send delegates to bring before the Conference the larger question of Union of all the Provinces of British North America, which, it was hoped, would reconcile the serious conflict of interests in the Western Provinces, and at the same time confer great benefits on the Maritime Provinces.

That during the sittings of this Conference and the subsequent meetings in Charlottetown, Halifax, and other cities in the Lower Provinces, the tendency of the speeches delivered in public was that the common interests, the common safety, and the common advancement of the several Provinces and especially those watered by the St. Lawrence River, lay in the direction of a union of resources to overcome common obstacles and meet common dangers. It was pointed out that serious dangers impended over Canada, that the United States, angered by the stubborn resistance of the Southern States, and the alleged sympathy with, and support offered to the seceding States by the British people, were threatening a policy of non-intercourse, also threatening the abrogation of the Reciprocity Treaty, and were compelling Canadians passing through the territory of the United States to use passports, and were imposing vexatious obstacles and conditions to the movement of passengers and merchandise to and from Canada over American railways, so that the position of Canada was found to be intensely humiliating to a high-minded spirited and patriotic people. It was again, at this juncture, pointed out also that the national wants of Canada were a British port-outlet for the west during the sealing of the St. Lawrence by ice for nearly half the year, and an inter-provincial railway to connect the outlet with the great west.

That at the General Conference of delegates held in the City of Quebec, which Conference included representatives from the Canadas, Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland, the first resolution read thus: "The best interests and present and future prosperity of British North America will be promoted by a Federal Union, under the crown of Great Britain provided such union can be effected on principles just to the several Provinces."

That by the Terms of the Union of the Provinces it was provided that the Intercolonial Railway should be constructed to carry out the principles enunciated by the projectors of the Confederation viz. to afford an outlet and inlet for Canada via the port of Halifax, which would thus become the winter port of Canada from whence the products of the west would be shipped, and through which the imports destined for the Western Provinces would pass to the great cities of the interior without interference or obstacle, thereby building up a great trade on a railway to be owned in the country passing through and building up our own territory.

That these pre-conference promises were made by the statesmen who were engaged in the preparatory work of laying the foundation for and building the super-structure of the Canadian Dominion, is abundantly manifest from the annexed extract of speeches delivered during the years 1864-65 and '66, by Sir George E. Cartier, Hon. George Brown, Sir John A. Macdonald, Sir E. Tache, Hon. A. T. Galt, Sir Charles Tupper, Hon. A. G. Archibald and others, to be found in the publications of the day, and from the records of debates in the Legislatures of the Provinces of Canada, Nova Scotia, New Brunswick and Prince Edward Island, as well as of the British Houses of Parliament, a reference to printed documents will amply substantiate.

That the said promises, and the conditions of the Terms of Union were made in good faith by the statesmen of Canada, were first solemnly ratified by the several Parliaments of the Provinces, and subsequently re-affirmed by the Dominion Houses of Parliament thus becoming a *solemn and binding compact*.

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