

That the people of Nova Scotia would point to the spacious and safe harbor of Halifax, with its well-lighted and easy approaches; open at all seasons of the year; with no extreme tides; with deep water at all times; with low port charges, and low rates of insurance; its proximity to Europe, being the nearest available port on the continent, involving a great saving of time and money; its abundant supplies of cheap coal;—these, with other advantages, all tending to perfect its claims to be considered as well worthy of being the *National Winter Port of the east Dominion of Canada.*

That the enterprise of the people of Nova Scotia and New Brunswick, being maritime communities, has developed a magnificent fleet of ships, which now sail on every sea seeking freights in foreign ports, and many of these ships would at once enter into the carriage of the products of Canada if suitable cargoes could be obtained at Halifax.

That the Intercolonial Railway from its location, connecting the unrivalled port of Halifax with the vast system of Canadian railways at Quebec, passing through three provinces, besides being within two hours' steam of another province, and having close railway connections with all the towns and cities east of Quebec, is the only railway line in existence, or that can possibly be constructed or operated to fulfil the promises and engagements of Confederation; so that there is not, nor can there be, any differences of opinion as to the real merits of the National railway line, or its natural outlet at the harbor of Halifax.

That for these reasons and for others which are so well known that it is needless further to recapitulate, your memorialists would again ask the fulfilment of not only the *letter* but the *spirit* of the Union compact, entered into by the Government of the Dominion of Canada, and from time to time repeated in the following particulars:

*The completion of the Intercolonial Railway as a thoroughly equipped road, by providing elevators and other terminal facilities for the handling and storage of grain and other products of the West.*

*The making of such through freight rates as will enable the railway to compete successfully with other lines for the carriage of the products of the West.*

*The appointment of active and enterprising agents to induce and develop traffic over the road, from the producing and distributing points.*

*The stipulation that the line of steamers which receives the Dominion subsidy for the carriage of the ocean mails, have its terminal point at Halifax, when the St. Lawrence route is closed.*

That in conclusion, your memorialists would again appeal to the accompanying extracts of Speeches of the Public Men of Canada, and contrast the promises made in these speeches with the present conditions of their fulfilment in connection with Halifax as the winter port of Canada.

That your memorialists would also appeal to the public records of the British Parliament, to the public records of the Dominion of Canada, and to the public records of the Provinces now confederated, to show forth the obligations entered into to induce the people of the Maritime Provinces to unite with the Western Provinces for the *common safety* and the *common advancement* of all portions of the country, on *principles just to the several Provinces.*

That your memorialists would appeal to the national honor, to the pledged good-faith and the common justice of the Government of the Dominion, all of which are involved in the carrying out both of the letter and of the spirit of the Terms of the Union compact, as understood by the people of Canada in 1867, and which has been reaffirmed at various times by leading statesmen of the Dominion.

That your memorialists would seek to invoke a return of the spirit evinced in 1864-5-6, when the very existence of Canadian trade and commerce was felt and stated to be dependent on the fiat of a foreign and, at then, not friendly country, and when the determination was expressed, as the united voice of the whole country, that Canadian trade should be freed, at any cost and at any sacrifice, from the humiliating necessity of carrying it on through an alien country which might become hostile at any moment. No sacrifice was then considered too great; no contemplated expense was considered unreasonable; no commercial principles, at the expense of patriotism and national honor, were allowed for a moment to interfere with the determination to have a Canadian outlet for the products of Canada, and a Canadian railway to convey these products to the ocean.

That your memorialists would finally appeal to the Government of Canada to fulfil its *often-repeated declarations*, to be true to its engagements, to do those things which alone can make our country a self-contained nationality under the flag of the Empire, combining within itself all the elements that conduce to prosperity, freeing it from all dependence on a foreign country for outlets and inlets for its trade and commerce, and thus building up into one grand whole, perfect in all respects, a country worthy of the great nation from which it sprang and of which it forms so conspicuous a part and whose living principles are those of national freedom, eternal honor, and perfect justice.

And your memorialists will ever pray.

20 Stephen H. ...  
Halifax  
20 Wm. Doucett  
President  
Halifax Chamber of Commerce  
20 W. L. ...  
Chairman  
Joint Committee  
20 ...  
Secretary  
Joint Committee