

ERRATA VOL. VI.

- Page 51, 1st col., line 44, for "clearly," read "reading."
Page 57, 2nd col., omit line 20—"Motion withdrawn."
Page 78, 2nd col., line 24, for "shells," read "cells."
Page 232, 2nd col., line 42, for "for," read "from."
Page 270, 1st col., line 933, for "there," read "in the colony of Natal."
Page 553, 2nd col., line 9, for "Isaïe Caouette," read "Gatien Lachaine."
Page 765, 1st col., line 35, for "light," read "heavy."
Page 920, 1st col., lines 10 and 18, for "WHEELER," read "KEELER."
Page 947, 1st col., line 5, for "exports," read "imports."
Page 947, 1st col., line 7, for "imports," read "exports."
Page 947, 1st col., line 7, for "£272,000,000," read "£273,000,000."
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ADDENDA VOL. VI.

Page 653, 1st col., after Mr. Connell's motion, add the following :—

"MR. CONNELL said that, a few years since, the New Brunswick Railway Company constructed two bridges over the River St. John with provision for draws, which, however, had not been completed. The River St. John was navigable for steamers of 300 tons and upwards a distance of 74 miles above Woodstock. The York and Carlton Steamboat Company had in course of construction a steamer to ply in the river, which would be finished the coming spring. This company claimed that the draws in the bridges were not of sufficient width, and were not in the proper place to enable steamers to pass through with safety, and they wished the Government to see that proper draws were placed in the bridges, so that they would be able to run their steamer the coming spring, which ought to be done before the opening of navigation, or it would have to be postponed till a later period in the season, and this would be a great damage to the company and an inconvenience to the farmers and others along the river."

Page 654, 1st col., after line 17, add the following :—

"MR. CONNELL said the steamer that was in course of construction was smaller than some of those which had formerly run on the river."