

accuracy as appeared to be necessary for the purpose of a canal communication from the harbour of Halifax to the Basin of Mines, I have now the honour to lay before you the result of my investigations, viz.

No. 1.—A section and elevation of the lockage, and connection of those waters.

Nos. 2 & 3.—Containing designs, and a detail of the various works with minute specifications for the execution of the same.

Also,—A report and estimate of the expence, which I deem sufficient to complete that navigation.

I feel confident of the practicability of the undertaking, and with fewer difficulties than I have seen or experienced in canal works, either in Britain, Canada, or the United States.

Under this impression, I have no doubt Contractors may be found to execute the work, for the sum stated in my estimates; and I have no hesitation in desiring it to be understood, that, in the want of public offers being made, to execute the work, exceeding my estimates, that I will, upon my own responsibility, guarantee to find respectable contractors to finish all the work, in two years from the date of the contract, for the sum I have estimated.

My estimate of the expense for completing a Canal from the harbour of Halifax to the basin of mines, of the depth of 4½ feet water, including ten per cent, for contingencies, expense of management, &c. is

£44,136 18 5

But if it should be deemed advisable to terminate the Canal at the south end of the first Dartmouth lake, and form a basin there, from whence an easy Railway may be made to the harbour; in that case the expense of excavation and masonry for eight locks will be unneces-

sary, and the consequent diminution of expense will be

15,642 0 0

28,494 18 5

Add the cost of a railway,

1000 0 0

Total expense £29,494 18 5

If a Canal of 8 feet depth of water should be preferred with locks commensurate with this depth, the expense will be

£39,702 0 0

I have the honor to be,

Your very obedient Servant,

FRANCIS HALL.

Halifax, 17th June, 1825.

By the legislature of New Brunswick, during last session a law was passed, which is of a singular, certainly of a prejudicial character. It provides that, for the purpose of encouraging ship-building, every builder shall employ, in his yard at least two apprentices, under a penalty of 50*l*. for every vessel of 100 tons burden or upwards, built, where such apprentices are not employed. This is carrying legislation a great deal too far. If it be to the advantage of a master to employ apprentices, self interest will be a sufficient inducement, and there is no need for the legislature to interfere—if not, then the compulsion of a statute, forcing upon him a species of labour less productive, than he could otherwise obtain, will injure, not advance the trade.

The Brig Trusty, Captain Fielay, sailed this morning for Calcutta. We anxiously hope this experimental voyage of our merchants, may prove highly successful. The vessel is of the first class, she is uncommonly well equipped, and is commanded by one of the most respectable masters belonging to the Port.—Two young gentlemen bred to mercantile pursuits have preceded in her as supercargoes, who will thus be afforded a full opportunity of estimating the advantages of a trade between Nova Scotia and that distant part of the British Empire.