

THURSDAY, April 30.

The house resolved itself into committee on bills,—and took up a bill transmitted from the Legislative Council to amend the Marriage Law. The object of the bill was to enable all ministers, settled or otherwise, to perform marriages.

The Legislative Council, by message, communicated to the house that they had agreed to amendments to a bill relating to wooden buildings in the city of Halifax,—and did not adhere to an amendment made to a bill relating to railway damages; also that the council had agreed to a vote of credit to the house.

The bill to amend the marriage law was considered.

Mr. McLellan was for giving all facilities to the solemnization of marriage.

Hon. Sol. General spoke of possible evils that might be of doubtful legal authority.

Hon. Mr. Howe stated instances working against the almost restricted authority provided for by the bill.

Mr. Young spoke for the bill—stating arguments in its favor. He thought that any ordained minister, in full communion with his own denomination, should have the power to marry parties by license, whether settled or not.

The bill passed.

The Legislative Council transmitted the bill for railway damages, agreed to, as amended.

The sub-marine electric telegraph bill, as amended by the Legislative Council was considered.

Mr. Killiam stated arguments against the monopoly. Hon. Mr. Howe and Mr. Wier supported the bill.

Hon. Sol. General said, he wished to see the cable brought direct from Ireland to Nova Scotia, instead of going across Newfoundland. Would it be well to prevent, by giving exclusive right, such direct communication for 25 years? He spoke of difficulties with other monopolies, but stated the various benefits conferred by one—that of the General Mining Association. Various particulars, as regarded rates of charges and otherwise, were urged against the exclusive claims of the bill.

Mr. Young answered objections and described some of them as rising from want of acquaintance with the bill. He explained its regulations. The bill, he said, would be advantageous to the Nova Scotia telegraphic company,—who, he averred held no monopoly over the country.

Mr. Annand moved that the question be put. The subject had been debated—and members would not attend in their places.

The motion was carried affirmatively.

Mr. Annand moved that the amendment under consideration be agreed to.

Mr. Killiam moved that the bill be deferred.

The Speaker ruled that after the “previous question” was carried affirmatively, the question before the House should be put, and that Mr. Annand’s proposition therefore had precedence.

The motion for agreeing to the amendment passed affirmatively.

Mr. Killiam renewed arguments against the bill in reference to statements made in its favor. He said that imperial interests were interlarded with by the bill, and that the Governor might be expected to prevent the passing of such a measure.

Mr. Howe answered, stating that others besides the Governor had the power now, and that the interference called for might well have been exercised at recent opportunities on another subject.

The question of deferring was negatived, 26 to 16.

The amendments were agreed to.

The bill, as amended, passed.

The Legislative Council transmitted the new Practice Act as amended.

Also, 17 resolutions for subdivision of road money, agreed to.

Hon. Mr. Howe called attention to the state of the records of the province, and submitted a resolution in reference to means for examining and preserving such papers.

Hon. Attorney General spoke for the resolution, and explained the desirableness of arranging and preserving the records.

The resolution was agreed to.

FRIDAY, May 1st, 1857.

House met at 12 o'clock.

The Legislative Council transmitted by message that they adhered to the amendment proposed by that body to the bill to authorize the assessment of the City of Halifax for Railway purposes. The amendment was as follows.—The funds to be assessed and levied under the act should be invested in Railway debentures in the name of the City of Halifax, without interest,—and as soon as the Railway be brought into the city as far as Cornwallis Street, the Governor and Council should be authorized to call in and cancel such debentures.

Dr. Brown said he was not surprised at the action of the other branch on this bill. In fact, nothing coming from that body ought to excite surprise; but he put it to the House and the country, whether the defeat of this bill—a bill to tax the City of Halifax for their share in the Railroad (an obligation which had been voluntarily undertaken by the people of Halifax)—