

first described Act. In 1817, a team boat was built, and placed on the ferry, and continued plying until 1830. This boat was worked, generally, by six or seven horses, and sometimes by ten. The time occupied in crossing, was frequently half an hour, but in fine weather the trips were made in fifteen minutes. The means of transit, afforded by this boat, being found totally inadequate, a steamer of thirty horse power, was built and placed on the route, in 1830. The steam engine, used for this purpose, was the first introduced into the Province. Frequent interruptions, having occurred for making repairs, another boat of twenty-five horse power, was built in 1838, and a third one of forty horse power, was constructed in 1844. These boats were named respectively, the Sir Charles Ogle, in honor of the Admiral, then on the station—the Boxer, in honor of Captain Boxer of the Admiral's Flag Ship, who with a party of his men, succeeded in getting off the Sir C. Ogle—she having stuck on the ways—and the Micmac, after the Aborigines of the soil of Nova Scotia. The steamboats were built at the shipyard of Mr. A. Lyle, in Dartmouth, and a proof of good workmanship, is found in the fact, that the first boat has worn out four sets of boilers, and that the fifth set, will soon have to be replaced. This ferry, is now one of the most, if not *the* most efficient in the North American Provinces, and although persons are occasionally heard finding fault with the accommodations afforded, yet if they would pause for a moment, and compare the great inconveniences, which formerly existed, with the many improvements, which have from time to time, been effected, under the supervision of the obliging Agent and Manager, they would be forced to acknowledge, that there is not *quite* so much foundation for complaint, as they had previously imagined. It must be remembered, that the expenses of the Company, are necessarily large, and that knowing it to be their interest to accommodate their customers, to as great an extent as possible, they have probably increased such accommodation as far as their means would permit. Two boats are now constantly employed, leaving each dock alternately every twenty minutes. The time of crossing is only ten minutes. In connection with this subject, may be mentioned the introduction of Gesner's Kerosene Gas, which has been supplied by the Steamboat Company, to the stores on their property at Dartmouth, and also to the steamers plying on the harbor. An India-rubber bag is filled from the gasometer daily, and placed in the lower part of the boat, from which the gas is, conveyed by tubes to the cabins below, and upon deck. By this great improvement, much time and expense has been saved, and a more steady and brilliant light secured.

