

Habon also makes one of the characteristics of moral health and goodness to consist in "a constant quick sense of felicity, and a noble satisfaction." What moments, hours, days of exquisite felicity must Christ, our Redeemer, have had, though it has become too customary to place him before us only in the attitude of pain and sorrow! Why should he always be crowned with thorns, bleeding with wounds, weeping over the world he was appointed to heal, to save, to reconcile with God? The radiant head of Christ in Raphael's Transfiguration should rather be our ideal of him who came "to bind up the broken hearted, to preach the acceptable year of the Lord."

Provincial Legislature.

HOUSE OF ASSEMBLY.

FRIDAY, FEB. 8.

The Hon. the Attorney General, by command, laid on the table of the House the Report of the Commissioners of the Railway, which, he said, exhibited the amount received and expended by the Railway Board to 31st Dec. last. The accounts showed that up to that date £205,078 17s. 6d. had been received, and £202,482 7s. 6d., leaving cash on hand £3593 10s. 1d. That to complete all outstanding contracts to 1857 would require £220,648 2s. 6d., and that when the 61 miles contracted for were completed the cost would not exceed £3873 stg. per mile. The receipts of the road for the six months ending 31st Dec. 1856 were

From passengers	£1659 13 2		
" freight	94 18 1		
" do of iron	38 9 4		
Contractors for use of locomotive	105 0 7		
		1858	1 2
Running expenses	£845 12 11		
Per repairs occasioned by accident	150 10 0	996	2 11
		901	18 3

The next paper is a statement of the operations of the Nova Scotia Railway for six months, viz., June, July, August, September, November, and December.

Trains run per day, to and from Sackville—June to November	4
November to 31st December	3
Miles run	8098
Passengers carried	30,563
Freight carried, viz.,	
Horses and Waggon	472
Single horses	43
Mail Coaches	72
Do Horses	278
Hogsheads and Puncheons	163
Barrels	612
Boxes	470
Bags	1200
Bundles and Parcels	537
Baskets	96
Bats Iron, cwt.	192
Quintals fish	57
Lumber	M feet. 21
Chests Tea	32
Tubs	20
Cows	6
Pigs, Sheep, and Calves	8
Stores	4
Iron Rails	2068
Chairs	4101
	Tons 3843

The last document I have to submit is a report of the progress of the works—showing that since May 1854, 6½ miles of road had been located and put under contract—of this 8 miles were completed, over which traffic is daily passing. The report then goes on to show the direction of the lines located so far as laid out. The main line commences at Bedford Basin, follows the valley leading to Lily Lake, thence crosses Rocky Lake, passes between first and second Lakes, thence along north side Long Lake, down Rawdon River Valley, along east shore of Grand Lake to Sandy Cove here, and continuing on its west side to Nelson's. The Windsor line is next described with the reasons for its adoption.

[As the report has been already published, in extension, we omit any further reference to it.]

It will be perceived that the actual cost of the 6½ miles located is no longer dubious but has become mere matter of Arithmetical computation. This fact also is of a character equally interesting that a line of road commencing at the Governor's farm and terminating at Sackville, passing over the most costly portion of the whole line has yielded over and above the working expenses together with an accidental loss of £150. 10s. two and one half per cent. on the outlay. Looking then to the whole subject as it is presented to us in these documents, I cannot but congratulate the House upon the certain prospect of a speedy completion of our lines East and West, and a remunerative return from them afterwards. Under those circumstances, Mr. Speaker, we confidently look forward to the time when our Railway system shall tap the waters of the Bay of Fundy on one side and the Gulf of St. Lawrence on the other; while the main trunk will connect us with New Brunswick, the Canadas and the United States.—With these remarks, sir, I beg to lay the papers which I have alluded to on the table.

Mr. Tupper said—As there is nothing particular before the House, I rise to offer a suggestion which I hope will commend itself to the minds of hon. gentle-

men—in connection with the subject to which the hon. Attorney General has just called the attention of the House. It is exceedingly gratifying both to the House and the country to receive such cheering intelligence as to the progress of our Railway and the prospect of success which the undertaking in its present aspect exhibits. It would be well that the House should understand whether the route pursued does or does not conform to the surveys of Mr. Sykes and Mr. Beattie. While I am on my feet I may also observe that the establishment of a pier at Parboro' to which a steamer might ply and be accommodated in taking on board and out passengers and freight arriving from and going to St. John, N.B., would prove of great advantage, and in a short time amply repay the outlay, in this opinion I am sustained by the Chairman of the Board of Commissioners.

Hon. Attorney General—In reply to the remarks of the hon. and learned member for Cumberland, I think I am correct in saying that the line pursued by the Railway is nearly identical with that surveyed by Mr. Beattie for the first eight miles—but that when it passes beyond these eight miles it pursues an entirely different course. The cost of constructing those eight miles is about £6,000 sterling per mile—much less than was anticipated.

Hon. J. W. Johnston—I think there is some deviation from Mr. Beattie's Survey of the first section; the line he contemplated ran further from the water and would not have interfered so much with the road.—None of us, however, are disposed to cavil with the course pursued; but on the contrary, now that the work is fairly underweigh to offer no opposition that might at all retard its completion—or to interfere with the exercise of such a discretion by the Commissioners as is necessary to carry on the project to a successful issue; but it will be perceived that the cost—so far as the work has yet proceeded, exceeded the amount contemplated by the more sanguine of the friends of this work.

Mr. M. I. Wilkins—In the larger estimates submitted it was probably contemplated that the work should be of a more expensive character than that of the one in course of construction.

Mr. McLellan—I am sure, sir, that when the road was first talked of, as good a line could have been built for £4000 sterling per mile as that which now costs £6000

Hon. Attorney General—The rise in prices has added considerably to the cost; in the article of gunpowder alone, which cannot be imported from the United States into the colonies, the cost per mile has been increased by several hundred pounds.

Mr. M. I. Wilkins asked if any work had been performed on that portion of the line which branched from the Windsor route towards Truro?

Hon. Attorney General—Yes; contracts for a considerable portion have been taken and some work done on the line.

Mr. Chambers said—the hon. member for Cumberland in attending to the requirements of the constituency has reminded me of my duty; I feel that if any accommodation can be afforded to the county of Hants and more especially to the township of Newport, which I more immediately represent, it ought to be conceded. The course which the Railway is to run will deprive a large, fertile and thickly settled district of its advantage; compelling the inhabitants to travel upwards of ten miles to Windsor or a greater distance to the half-way house before they will be enabled to avail themselves of it, while it passes through a district almost entirely uncultivated if not unproductive. I would suggest, therefore, that the government should consider the propriety of lending their aid towards the construction of a short branch to connect this fertile district with the main trunk.

Hon. Attorney General explained that the Railway Board had found it necessary to adopt the line of the present Railway because of the difficulties attending the construction of a line running through any other locality to Windsor.

Hon. Provincial Secretary said it was true that the Railway followed a barren track, but the course pursued was inevitable. He entirely coincided with the hon. member for the township of Newport in the ideas he had expressed and the loss sustained by the people of a portion of the country in consequence of this; but he much misook the intelligence, public spirit and enterprise of the inhabitants of that district if they do not, very shortly after the construction of the line to Windsor, effect a junction with the main line by means of a branch.

Mr. Dimock—The line of the road is settled and the districts through which it is to pass finally decided on; it is, therefore, of little use to revive a subject which I have been instrumental in moving here before; but, sir, I do believe that if Mr. Sykes had been requested to pass upon the propriety of adopting either of the respective routes alluded to, he would not have chosen the one now adopted—for, looking to profit as well as convenience, the other would prove infinitely more advantageous.

Mr. Whitman—One reason for adopting the line was, that it would shorten the distance—in my view, a very valid one; but the hon. member for Newport seems to think that every consideration should be accorded to them, and that there is no other place in creation but Newport or Hants.—(Laughter.)

Mr. Chambers—Creation is a large word.—(Laughter.) I presume the advantage of the line spoken of exists only in diminishing slightly the distance; if so, the preponderance of benefit is in favor of the course which I believe should have been adopted.

The discussion here dropped.

REVISED STATUTES.

Hon. Solicitor General said—It is well known to hon. gentlemen round these benches, that in the year 1851 the Provincial Statutes were revised, combined together, and published in one volume by a commission appointed for that purpose; since that period very many important alterations and additions have been made in and to the Law. So many Statutes have been repealed, and so many others passed, that the principal portion of our Law is not to be found in the Revised Statutes at all, but is contained in four other volumes. The commission who originally executed that work had many and serious difficulties to contend against,—it required much science, information and ability to perform it with satisfaction, and I believe they succeeded in carrying out the designs of the House as fully and with as great accuracy and fidelity as could have been anticipated for a first effort; with the experience and labours of that commission to guide and assist them, a new one would be enabled to supply that which had formerly been omitted.

Mr. Morrison hoped that if a commission were appointed it would be composed of laymen—since by the hon. Sol. General's own showing the lawyers were not competent to perform the work.

Mr. Marshall—Hear, hear. I perfectly coincide with the ideas expressed by the hon. gentleman who has just resumed his seat. The manner in which the work has been performed previously, gives us but little inducement to place its revision in the hands of the same persons.

Hon. Solicitor General would, as a lawyer, be quite prepared to entrust the performance of the duty entirely to laymen, since he was quite sure that nothing could tend to increase the pay of the profession more than such a course of procedure.

The discussion dropped, and the House adjourned.

The House of Assembly met, pursuant to adjournment, on Tuesday last, and having been summoned before His Excellency the Governor in the Council Chamber, were directed to choose a Speaker pro tem in the place of Stewart Campbell, Esq., incapacitated by illness. Upon their return to their own House, Mr. Wade was proposed and elected without opposition, which election was ratified by His Excellency. The new Speaker having been conducted to the Chair, returned his acknowledgements for the honor conferred.

Several reports of Committees were presented, and Mr. Marshall introduced a bill to amend the law respecting patents for inventions.

Mr. Annand asked leave to introduce a bill in amendment of Chapter 2 of Revised Statutes, in order to enable the Postmaster General, and make that officer eligible to sit in the Cabinet.

After remarks from Mr. Archibald, (in course of which he insisted that the provisions of Cap. 7 of the Statute Law of the Province should not be without very sufficient reason disturbed); from the Hon. Attorney General, who professed that this was the first time he had heard of the bill, and said that he would not pass a hasty opinion upon it; from Mr. Tobin, who thought that the Post Office was well worked, and agreed with the member for Guyborough that there were already heads of department enough in the House; from Mr. Annand, who eulogized the Postmaster General's efficiency as much, but insisted that British precedent and practice might be safely followed in this as in other instances; from Mr. A. Archibald, who was of opinion that discussion on the bill might be conveniently postponed—

Bill read a first time.

Mr. Annand asked leave to introduce a bill to amend cap. 10 of Revised Statutes, providing for the vacating seats in the Assembly.

The Hon. the Prov. Secretary laid on the table of the House, returns of persons named as Sheriffs for current year. Also, voluminous correspondence, between Imperial and Provincial Townships, on the subject of mines and minerals of the province. Also, returns of Pickled Fish, &c.

The Hon. the Attorney General remarked that he was in great hopes that, on a careful consideration of the papers, the House would be able to come to a unanimous or nearly unanimous opinion upon them.

Correspondence referred to committee on Mines and Minerals.

Mr. McLellan introduced a bill to Incorporate Milton Railroad Company.

On Motion of Mr. McLellan, House went into Committee on the state of the Province. House being in Committee, &c.,—

The hon. gentleman introduced a resolution affirming the principle of the Ballot, which he proceeded to explain and enforce at some length.

After a rather lengthened discussion, in which several members took part, the resolution, on a division, was negatived, 23 to 19.

An experiment is now being tried at the proof-
butt in the Royal Arsenal, Woolwich, to test the strength of a six-pounder gun, made entirely of iron from the mines of Nova Scotia. The gun is about five feet long, and weighs about five cwt. It has been fired with a charge of 2lb. of powder, and cylinders equal to the weight of 12lb., or two shots; 18lb., or three shots; up to 30lb., or five shots. The experiment is to test the resisting properties of the iron—for which object it will be tried by successive charges until the charge reaches 30lb. of iron cylinder.