NOVA SCOTIA LEGISLATION.

e of Assembly has now been sitting four weeks, and as yet it can scarcely be said that the actual business of the session has commenced. One or two Committees have reported, and among others we observe that the committee to whom were referred the petition of Mr. Desbrisay for aid to a steam-boat between Pictor ### WEDNESDAY, Murch 5.
WEDNESDAY, And A Section of the West of the Justice of the Jus and Charlottetown, have reported in favor of a grant of £200 a year to a boat to run three times a week each way, making a trip each day. Sundays excepted, between the two places. The report has not yet been received, but lies over on account of some communications had

LATEST INTELIGENCE

The Baltic arrived at New York on the 4th inst. with four days' later intelligence. We have copied the despatch, and it will be seen that although the excitement in England respecting a war with the United States is diminishing, still that extensive preparations are being made by the Government to provide against such a contingency We have good reasons also for stating that England has for some time past been quietly arranging for largely increasing her strength in North America.

for some time past been quietly arranging for largely increasing her strength in North America.

In Canda there are numerous indications of an increase of troopse and it is said that several light infantly regiments are expected there shortly from home, together with several companies of artillery. England is evidently acting on the maxim that "the best preservative of peace is to be prepared for war," and we carnestly pray, it may have its effect in averting that terrible scourge from our borders. The intelligence from the United States is favourable to the continuance of peace. It is true that the President seems determined to dismiss Mr. Crampton, the British Minister; but public opinion, so far as it can be ascertained from the papera, is against the idea that war will ensue. There is a strong difference of opinion be where the ministers of the two countries—one asserting that an ample apology has been made on the enlistment question, and the other denying it. It is impossible that Lord Palmerston would have used the emphatic languages that an ample apology has been made on the enlistment question, and the other denying it. It is impossible that Lord Palmerston would have used the emphatic languages that an ample apology has been made on the enlistment question, and the other denying it. It is impossible that Lord Palmerston would have used the emphatic languages that on on the subject, which oder or readers will find in another column, unless he had just grounds for it; and on the other denying it. It is impossible to disable the contrary assertion of the American official. Time alone will reveal where the discrepancy lies; we only the contrary assertion of the American official. Time alone will reveal where the discrepancy lies; we only the contrary assertion of the American official. Time alone will reveal where the discrepancy lies; we only the contrary assertion of the American official. Time alone will reveal where the discrepancy lies; we only the contrary assertion of the American official. Time alo

and her offspring in the United States, and that both for many years to come, may unite in a holier warfare, the advancement of the kingdom of God's dear son upon earth, by the diffusion of those great principles which both equally recognize.—St John Witness, March 6th.

HOUSE OF ASSEMBLY. WEDNESDAY, Murch 5.

FERRY WHARF.

The Hon. COLONIAL SECRETARY, after shewing the

objected that it was not sufficiently adjacent to the places of business; but it should be remembered that the establishment of the landing would speedily attract business to the locality. The Ferry boat plying at Prince Street would have the additional advantage of being free from the delays which arose from vessels tacking and changing their positions near the western wharfs. If the House decided to erect a wharf, he knew no better site than Prince Street. Mr. Reddin's offer, though at first it appeared economical, would on examination be found not to be so. The rent he asked was equal to the interest of £700 or £800, and the difference between that and the estimated amount for the new wharf, was really not very material when it was considered that the Government would have the sole control. Under Mr. Reddin's proposal, cases might occur in which public rights would clash with private interests. The resolution described the wharf as exclusively for a Ferry. He saw no necessity for going so far as that, and would prefer to leave it discretionary with the Government to appropriate it, as they may see fit, with regard to other public purposes. That, however, was mere matter of detail. Putting aside all party feeling, he felt it his duty to vote for the Government appropriating the land at the foot of Prince Street, where a revenue would accrue from warehouses, which would be creeted there.

Hon. Mr. WIGHTMAN said, that having last year given

tern side of Mr. Reddin's wharf would be so sheltered that

tern side of Mr. Reddin's wharf would be so sheltered that the protection it would receive from the wharf would of itself be worth the rent.

Hon. Mnr. MONTGOMERY said they were called upon to vote a large sum of money; no amount had been named in the resolution. It might probably cost £2000. He was in favor of Great George Street, where there was a wharf already built. The plan gave the width of the proposed wharf at 14 feet. Such a structure at the end of Prince Street would never stand. Let the sum be named in the resolution, and the site be the end of Great George Street.

Hon. COL. SECRETARY.—It was not requisite to specify any amount in the resolution. If it were necessary to have a wharf let the House vote a sum sufficient for the purpose, as was the case wish the Bridge at Souris. With reference to what had fallen from the hon. member, Mr. Douse, about the injury to the wharf last year, that gentleman's party was in power when it was built. He did not blame them, but perhaps it had not been efficiently inspected during its construction, and without that, it would not be properly built. It was not bolted, consequently the gale removed the top from the ballasted portion. The part built last summer withstood the storm. The Slips, &c., were erected in accordance with the views of the contractor, whose duty it was to keep them in repair. He had not done so, and the Government were consequently forced to repair them or to see them carried away. There was no use in having suitable accommodation on one side and net on the other.

Mr. YEO did not see why they should refuse Mr. Reddin's offer. He considered its acceptance would be a benefit to the country generally. They could give it up if it was found to be a losing affair. Meanwhile they could be building a substantial wharf, perhaps of stone. His own opinion was in favor of that being the material, as it would not be subject to the destructive action of worms.

Mr. CLARK had no personal interest in the matter. His only object was public accommodation, and the

Reddin's proposal, but deemed it inadvisable to engraft pub-lic upon private property. It was absolutely necessary to have a wharf, and he was in favor of Prince Street, although lic upon private property. It was absolutely necessary to bave a wharf, and he was in favor of Prince Street, although some of his constituents differed from him in that opinion. He agreed with Mr. Clark in his observations on the obstructions to the progress of the Ferry Boat from vessels getting in her course. Prince Street was the central street of the City, and as he had heard that some honorable Member had decided not to vote for any sum unless it was to be expended on that Street, by this course he would obtain their support. Hon. Mr. MOONEY said that it was all very well for the hon. Member to look after the rights of his constituents. He also (Hon. Mr. Mooney) had to consider the interests of those whom he represented, and as the proposal to have the wharf at Prince Street would impose on them the necessity of paying double truckage for the transport of their commodities from the Wharf to the Market, he would vote for the acceptance of Mr. Reddin's offer.

Hon. COL. TREASURER was opposed to the Ferry landing being at Queen's Wharf; but when he was Road Correspondent the management came under his knowledge. Mr. Bourke asked to be permitted to alter the site of the Slip. On application to the Government he was allowed to do as he wished. The same objection which is entertained to the present landing would apply to a Slip at Reddin's wharf. Prince Street's central position would not subject the country people to incenvenience Before many years it was probable the Hillsborough would be bridged. The stone wharf suggested by the hon member, Mr. Yeo, would cost a very large sum, and would not be more secure from worms than a structure of cedar, which worms do not attack. Abutments faced with Cedar would break the ice, and tend materially to the strength of the whole.

Mr. DINGWELL said that the Act of Incorporation had transferred such matters to the Corporate authorities, and therefore the House was not called upon to build the wharf. As to the site, so great a diversity of opinion existed that he thought the

vishes.

Hon. Mr PALMER said, that reasonable as was the su

of Charing to set The poon to having regard so long from the conferry le away it wharf, lasted danger winds Mr. I in order winds wharf to use wharf probal was of the C The di not what was the C The dinot what have controlled to the conferred was the C The dinot what have controlled to the C The dinot was the C Th

that! the I sanci oper Mi of th of h mad men and Mr. for mat the Stratel the travethe Fr I were I was a sancial for Ge Programmer Travethe Travethe