

Chapter 122 enables the Halifax Graving Dock Company to treat with the City of Halifax for a portion of Young Street and the Magazine lot; and it legalizes the closing of Young Street below Victoria Street, also the diverting of the Sewer around the head of the Dock.

Chapter 123 amends the Acts of 1884, incorporating the Halifax Railway Company, Limited, and Chapter 124 incorporates the Halifax Street Railway Company, Limited, with a capital of \$100,000, and fixing the time for constructing and operating the line.

Chapter 125 amends the Act to Incorporate the Halifax and Dartmouth Steam Ferry Company.

FINANCIAL.

The legal obligations of the year 1885-6, with the exception of the disputed accounts of the Charity Board and County of Halifax, were met with ease and promptness. The same can be said of legal demands for the current year 1886-7. A few overdue accounts in excess of last year's estimates were provided for by Act of Parliament, and the amount \$2732.21 will be paid by five annual instalments. With respect to financial affairs generally, I would refer to the lengthy explanations, statements and comparisons in my address of 1885, which it is unnecessary here to recapitulate.

Some uncertainty exists as to the cause of unpaid balances claimed from the City by the Province, the County and the School Board for the years 1882-3-4. Leaving out of the question the fact that the City did not estimate nor assess for, the full amount claimed by either the Charity Board or the County of Halifax, (and these short estimates are to some extent responsible for the balances alleged to be due) the main cause can be seen elsewhere in the losses in collection of the taxes before the Lien law came into operation. For instance, in 1882 \$14,000 was not recovered in addition to the allowance-