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JOURNAL

A N D

PROCEEDINGS

O F T H E

HOUSE OF ASSEMBLY.

SESSION 1859.

HALIFAX, N. S.

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PRINTER TO THE ASSEMBLY.

1859.





PROCLAMATION,

BY HIS EXCELLENCY THE RIGHT HONORABLE

THE EARL OF MULGRAVE,

*Lieutenant-governor and commander-in-chief in and over
her majesty's province of Nova Scotia and its depen-
dencies, &c., &c., &c.*

L. S.
MULGRAVE.

Whereas the general assembly of this province stands prorogued to Thursday, the 17th day of June instant :

I have thought fit further to prorogue the said general assembly to Thursday, the 26th day of August next—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my hand and seal at arms at Halifax, this
14th day of June, A. D. 1858, in the twenty-first
year of her majesty's reign.

By his excellency's command,

CHARLES TUPPER.

GOD SAVE THE QUEEN.



PROCLAMATION,

BY HIS EXCELLENCY THE RIGHT HONORABLE

THE EARL OF MULGRAVE,

L. S.
MULGRAVE.

*Lieutenant-governor and commander-in-chief in and over
her majesty's province of Nova Scotia and its depen-
dencies, &c., &c., &c.*

Whereas the general assembly of this province stands prorogued to Thursday, the 26th day of August instant :

I have thought fit further to prorogue the said general assembly to Thursday, the 28th day of October next—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my hand and seal at arms at Halifax, this
20th day of August, A. D. 1858, in the twenty-
first year of her majesty's reign.

By his excellency's command,

CHARLES TUPPER.

GOD SAVE THE QUEEN.



PROCLAMATION,

BY HIS EXCELLENCY THE RIGHT HONORABLE

THE EARL OF MULGRAVE,

*Lieutenant-governor and commander-in-chief in and over
her majesty's province of Nova Scotia and its depen-
dencies, &c., &c., &c.*

L. S.
MULGRAVE.

Whereas the general assembly of this province stands prorogued to Thursday, the 28th day of October instant:

I have thought fit further to prorogue the said general assembly to Thursday, the 23d day of December next—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my hand and seal at arms at Halifax, this 19th day of October, A. D. 1858, in the twenty-second year of her majesty's reign.

By his excellency's command,

WM. H. KEATING,
Deputy Secretary.

GOD SAVE THE QUEEN.



PROCLAMATION,

BY HIS EXCELLENCY THE RIGHT HONORABLE

THE EARL OF MULGRAVE,

*Lieutenant-governor and commander-in-chief in and over
her majesty's province of Nova Scotia and its depen-
dencies, &c., &c., &c.*

L. S.
MULGRAVE.

Whereas the general assembly of this province stands prorogued to Thursday, the 23rd day of December instant :

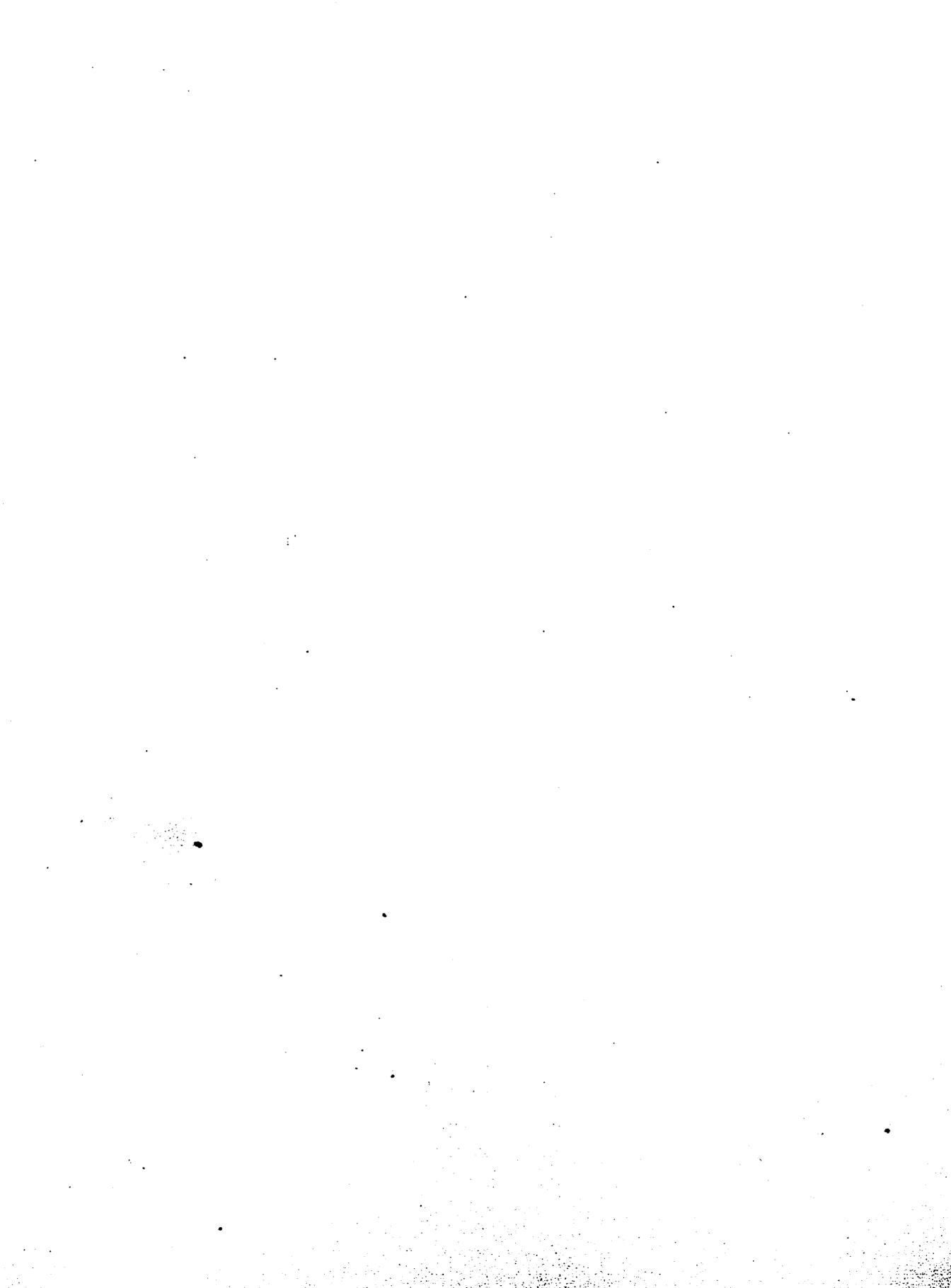
I have thought fit further to prorogue the said general assembly to Thursday, the third day of February next, *then to meet for the despatch of business*—of which all persons concerned are to take notice and govern themselves accordingly.

Given under my hand and seal at arms at Halifax, this
18th day of December, A. D. 1858, in the twenty-
second year of her majesty's reign.

By his excellency's command,

CHARLES TUPPER.

GOD SAVE THE QUEEN.





JOURNAL AND PROCEEDINGS
OF THE
HOUSE OF ASSEMBLY
OF THE
PROVINCE OF NOVA-SCOTIA.

SESSION 1859.

22° VICTORIÆ.

THURSDAY, 3rd. FEBRUARY, 1859.

The house having been by several proclamations prorogued until this day, then to meet for the despatch of business; and being met. House meet

A message from his excellency the governor, by John James Sawyer, esquire, the gentleman usher of the black rod : Message from governor

Mr. Speaker,

His excellency the Governor commands the immediate attendance of this honorable house in the council chamber. Commands attendance of house

Accordingly, the house went up to attend his excellency in the council chamber, and being returned, House attend

Mr. Speaker reported that the house had attended his excellency in the council chamber, and that his excellency had been pleased to make a speech to both houses of the provincial parliament, of which—Mr. Speaker said—he had for greater accuracy obtained a copy; which he read in the house as follows :— Governor's speech reported

*Mr. President, and honorable gentlemen of the legislative council ;
Mr. Speaker, and gentlemen of the house of assembly ;* Speech

1°. Since the prorogation, communications have been received from the colonial office and the governor general, on the subject of a federal union of the North American provinces, which will be placed before you at an early day.

2°. I am happy to inform you that your address to her majesty on the inter-colonial railway was very graciously received. The correspondence with the Imperial government, Canada, and New Brunswick, which induced me to send a delegation to England, will be submitted, with the report of the delegates, for your information.

3^o. You will be glad to learn that during the recess the railways to Windsor and Truro have been completed and opened for traffic, embracing sixty miles more than were previously in operation. Full reports of everything connected with these great public works will be placed before you without delay.

4^o. During the past summer I had the pleasure of visiting several portions of this fine province, and intend to avail myself of future opportunities to become personally acquainted with those sections of the country I have not already seen.

5^o. When in Cape Breton, I visited the St. Peter's Canal, and directed a further examination and report to be made upon that work, which will be laid before you.

6^o. The hospital for the insane has been so far completed and furnished, as to be ready for the reception of patients, a number of whom are now experiencing the benefit of that institution.

7^o. While we have reason to thank Almighty God for an abundant harvest, I regret to learn that some distress has been experienced by a portion of our hardy and industrious population, from a partial failure of the fisheries.

8^o. Although, as was expected, a slight deficiency in the revenue has resulted from the paralyzed condition of trade everywhere, I am happy to find indications of decided improvement already exhibited in the healthier tone of commercial transactions both here and abroad, from which we may confidently-anticipate an increase in the revenue of the current year.

9^o. The increased liability devolved upon you in connection with the public works, renders it imperative that, in making your annual appropriations, due regard should be had to economy, in order that you may preserve unsullied the credit of the Province upon which your character as a people depends.

Mr. Speaker and gentlemen of the house of assembly ;

10^o. The accounts for the expenditure of the past, together with the estimates for the present year will be placed before you.

Mr. President and honorable gentlemen of the legislative council ;

Mr. Speaker and gentlemen of the house of assembly ;

11^o. Your attention will be invited to several useful measures, intended to facilitate the business and promote the interests of the province, and which will, I doubt not, receive your careful consideration.

Vacancies in representation reported

Mr. Speaker announced to the house that having during the last session received information of the demise of Gloud Wilson McLelan, esquire, one of the members for the county of Colchester, and having during the recent received information of the demise of Ichabod Dimock, esquire, one of the members for the county of Hants, he the Speaker had thereupon, pursuant to law, required that writs might be issued to supply the vacancies in the representation occasioned by the demise of such members respectively.

Writs and returns presented

The honorable provincial secretary then delivered in writs directed to the sheriff's of the counties of Colchester and Hants for the election of a representative for each of such counties respectively, with the returns of the sheriffs thereto ; and the same respectively read, it appeared by such returns that Archibald Woodberry McLelan, esq. had been duly elected and returned as a representative for the county of Colchester, and that Bennett Smith, esquire, had been duly elected and returned as a representative for the county of Hants.

Bennet.

Bennett Smith, esquire, returned duly elected as a representative for the county of Hants, and Archibald Woodberry McLelan, esquire, returned duly elected as a representative for the county of Colchester, took the oath of allegiance in the presence of the honorable Hugh Bell, and the honorable Mather B. Almon, commissioners appointed to administer the same, and their seats as such members. Messrs Smith and McLelan sworn in

Mr. Henry, pursuant to leave given, presented to the house a bill to establish a decimal currency; and the same was read a first, and ordered to be read a second time. Currency bill

Mr. Ruggles then proposed the following address in answer to the speech of his excellency the governor, and moved that the same do pass, viz: Address moved

TO HIS EXCELLENCY THE RIGHT HONORABLE

Address

THE EARL OF MULGRAVE,

Lieutenant-governor and commander-in-chief in and over her majesty's province of Nova Scotia and its dependencies, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY—

1°. We the representatives of the people of Nova Scotia thank your excellency for the courteous terms in which we have been invited to resume our legislative labors.

2°. The communications upon the proposed federal union of the provinces will not fail to obtain the attention due to a question involving considerations so important.

3°. We thank your excellency for informing us of the gracious manner in which her majesty was pleased to accept the address on the inter-colonial railway, and we will consider the correspondence had by your excellency with the imperial government and the sister provinces, and the report of the delegation to England on that interesting subject.

4°. It affords us much satisfaction to learn that the railways have been completed to Windsor and Truro. The promised information concerning these works will obtain our careful examination.

5°. We are gratified to find that your excellency has become personally acquainted with several portions of our country, and that it is your intention to continue and extend those visits, which cannot fail to be a source of satisfaction to the people over whom your excellency has been called to preside.

6°. We are glad that your excellency was enabled to visit the St. Peter's canal, and will bestow due consideration upon the report made by your direction.

7°. That the hospital for the insane has been so far completed as to be now in operation, is a source of much pleasure, and we trust that, although it has heavily taxed our resources, it will be attended with commensurate usefulness.

8°. We desire to express our thankfulness to the Divine Author of all good for the abundance with which the labors of the husbandmen have been blessed; and sincerely regret the destitution caused by the unproductiveness of any portion of so important a branch of our commercial industry as the fisheries.

9°. It is satisfactory to know that the deficiency in the revenue has not been considerable, and that the prospects for the future are encouraging.

10°. In the necessary appropriations for the public service, we will not lose sight of the paramount importance of sustaining the credit which Nova Scotia has justly attained, by making due provision for all our liabilities.

11°. The accounts of past expenditure, and current estimates will receive our careful consideration.

12°. Our best attention will be bestowed upon such measures as may be brought under our notice during the present session.

Which motion being seconded,

Ordered, That the further consideration thereof, be deferred until to-morrow.

Consideration postponed

Resolution to continue franking privilege

On motion, *resolved*, that the privilege of franking letters of members of this house during the present session, be the same as last session.

Then the house adjourned until to-morrow, at three of the clock.

FRIDAY, 4th FEBRUARY, 1859.

PRAYERS.

Address considered

Pursuant to order, the house proceeded to the consideration of the address proposed and moved yesterday in answer to the speech of his excellency the governor.

And the address having been read, and Mr. Ruggles having renewed his motion, that the same do pass, such was seconded, and propounded from the chair.

Ordered, That the same be again read and considered, clause by clause.

And accordingly, the first clause thereof being read, was, upon the question put thereon, agreed to by the house.

The second clause of the address was then read, and is as follows, viz :

2°. "The communication upon the proposed federal union of the provinces will not fail to obtain the attention due to a question involving considerations so important."

And thereupon,

Amendment moved to 2d clause

The hon. Mr. Young moved that the same be amended by adding the following words :

"But in view of this and other questions of the largest magnitude which will come before parliament for their consideration during the present session, and of the policy of the recent delegation, we deem it due to your excellency respectfully to declare that the constitutional advisers of your excellency do not possess the confidence of this house, nor of the people whom we represent, and that a change in the administration has become indispensable for the vigorous and faithful prosecution of the public works and business of the province."

And debated

Which amendment being seconded, and a debate arising thereon, after some time spent in such debate,

Debate adjourned

Ordered, That the debate be adjourned until to-morrow.

Then the house adjourned until to-morrow at twelve of the clock.

SATURDAY, 5th FEBRUARY, 1859.

PRAYERS.

Committee to prepare lists of committees

On motion of the honorable the attorney general.

Resolved, That a select committee be appointed to prepare and report lists of members of standing committees on general subjects.

Ordered, That the honorable the attorney general, the honorable Mr. Young, Mr. Wade,

Wade, the honorable financial secretary, Mr. McClearn, Mr. Esson, and Mr. Archibald, be a committee for that purpose.

The order of the day being read, the house resumed the adjourned debate on the amendment proposed to the address, in answer to the speech of his excellency the governor, at the opening of the session ; and after some time spent in such debate.

Debate on address resumed

Ordered, That the debate be further adjourned until Monday next.

And adjourned

Then the house adjourned until Monday next, at three of the clock.

MONDAY, 7th FEBRUARY, 1859.

PRAYERS.

The order of the day being read, the house resumed the adjourned debate on the amendment proposed to the address in answer to the speech of his excellency the governor at the opening of the session ; and after some time spent in such debate.

Debate on address resumed

Ordered, That the debate be further adjourned until to-morrow.

And adjourned

Then the house adjourned until to-morrow, at three of the clock.

TUESDAY, 8th FEBRUARY, 1859.

PRAYERS.

The honorable the attorney general reported from the select committee appointed to prepare lists of members of standing committees on general subjects, that the committee had agreed to such lists ; and he delivered them in at the clerk's table, where they were read, and are as follows, viz. :

Lists of committees reported

Agriculture.

Mr. McFarlane,
Hon. Mr. Young,
" Mr. McKinnon,
Mr. Chipman,
" Bill,
" Parker,
" Chambers.

Fisheries.

Mr. Ryder,
" Martell,
" Locke,
" Bourneuf,
" Smyth,
" Rinhard,
" Wier.

Post office.

Mr. Henry,
" McFarlane,
" McDonald,
" White,
" Wade,
" Munro,
" Annand.

Public accounts.

Mr. Killam,
" Esson,
" Brown,
" Archibald,
" White.

Printing and reporting.

Hon. Financial Secretary,
" Mr. Howe,
" Mr. Young,
" C. J. Campbell,
Mr. McFarlane.

Education.

Hon. Attorney General,
Mr. Archibald,
Hon. Mr. Young,
" Provincial Secretary,
" Mr. Howe,
Mr. Brown,
" Tobin,
" McDonald,
" Moses.

Crown property.

Mr. Archibald,
 “ Wilkins,
 Hon. Mr. Young,
 “ Financial Secretary,
 Mr. McKeagney,
 Hon. Attorney General,
 Mr. Esson.

Navigation securities.

Mr. Killam,
 “ Ruggles,
 “ Rinhard,
 “ Fuller,
 “ Bent,
 “ McKenzie,
 “ Bill.

Penitentiary.

Mr. Chipman,
 “ Churchill,
 “ Robecheau,
 “ Caldwell,
 “ Bailey,
 “ Robertson,
 “ Davidson.

Relief, viz., transient paupers, wrecked seamen, sick immigrants and poor asylum.

Mr. Brown,
 “ B. Smith,
 “ Gilderd,
 “ Smyth,
 “ McClearn.

Humane institutions, viz., deaf, dumb, blind and insane, and the hospital for the insane.

Mr. Wier,
 “ Moses,
 “ McLellan,
 “ Bent,
 “ Caldwell,

Indian affairs.

Mr. Webster,
 “ Wade,
 Hon. Mr. McKinnon,
 Mr. Morrison,
 “ Fuller

Expiring laws and private bills.

Mr. Wade,
 “ Wilkins,
 “ Henry,
 “ McDonald,
 “ Ruggles.

Trade and manufactures.

Mr. Tobin,
 “ Wier,
 Hon. J. Campbell,
 Mr. McKenzie,
 Hon Mr. Howe.

Road damages.

Mr. Shaw,
 “ Annand,
 “ Munro,
 “ Killam,
 “ B. Smith.

Amendment: to the laws.

Hon. attorney general,
 Hon. Mr. Young,
 Mr. McDonald,
 “ Archibald,
 “ Henry,
 “ Esson,
 “ Tobin.

Contingent expenses of the house.

Hon. financial secretary,
 Mr. Archibald,
 “ Esson,

Lists agreed to

Ordered, That the lists be agreed to ; and that the several members therein named do respectively compose the standing committees on the general subjects therein named.

Debate on address resumed

The order of the day being read, the house resumed the consideration of the address proposed in answer to the speech of his excellency the governor at the opening of the session,

session and the amendment proposed thereto, and after some time spent in debate thereon,

Ordered, That the debate be further adjourned until to-morrow.

And adjourned

Then the house adjourned until to-morrow at half-past two of the clock.

WEDNESDAY, 9th FEBRUARY, 1859

PRAYERS.

The order of the day being read, the house resumed the consideration of the address proposed in answer to the speech of his excellency the governor at the opening of the session, and the amendment proposed thereto; and after some time spent in debate thereon,

Debate on address resumed

Ordered, That the debate be further adjourned until to-morrow.

Then the house adjourned until to-morrow at half-past two of the clock.

THURSDAY, 10th FEBRUARY, 1859.

PRAYERS.

Pursuant to order, the house resumed the consideration of the address in answer to the speech of his excellency the governor at the opening of the session, and the amendment moved thereto; and after some time spent in such debate,

Debate resumed

Ordered, That the debate be further adjourned until to-morrow.

And adjourned

Then the house adjourned until to-morrow at half-past two of the clock.

FRIDAY, 11th FEBRUARY, 1859.

PRAYERS.

Ordered, That the adjourned debate on the address in answer to the speech of his excellency the governor at the opening of the session, and on the amendment moved thereto, be further adjourned until to-morrow.

Debate adjourned

Mr. Archibald moved that the house do come to the following resolution :
Resolved, That in future the admission of strangers to both the galleries of the house shall be by ticket only.

Resolution as to admission to galleries

Which being seconded,

The hon. the provincial secretary moved that the house do now adjourn ;

Previous question to adjourn
 Lost on division

Which, being seconded, and the house dividing thereon, there appeared for the adjournment, nineteen; against it, twenty-five.

So it passed in the negative.

The original question being then put, and the house dividing thereon, there appeared for the resolution, twenty-three; against it, twenty-two.

Original question carried on division

So it passed in the affirmative.

Then the house adjourned until to-morrow, at twelve of the clock.

Saturday,

SATURDAY, 12th FEBRUARY, 1859.

PRAYERS.

Motion to rescind

Mr. Henry moved that the resolution passed yesterday in relation to the admission of strangers by ticket to the galleries of the assembly be rescinded.

Lost on division

Which being seconded, and the house dividing thereon, there appeared for the motion, sixteen; against it, twenty-nine.

For the motion,

Against the motion,

Hon. J. Campbell,	Mr. Ryder,	Mr. Parker,	Mr. Gilderd,
Mr. Bill,	“ Tobin,	“ McClearn,	“ B. Smith,
“ McKeagney,	“ Brown,	“ Moses,	“ Archibald,
“ Wade,	Hon. atty. general,	“ Killam,	“ Bourneuf,
“ White,	“ prov. secretary,	“ Bent,	Hon. Mr. Howe,
“ McFarlane,	“ Mr. McKinnon,	Hon. fina'l. secretary,	Mr. Chipman,
“ Henry,	Mr. Churchill,	Mr Bailey,	“ Chambers,
“ Ruggles,	“ Smyth.	“ McDonald,	Hon. Mr. Young,
		“ Martell,	Mr. Morrison,
		“ Rinhard,	“ Locke,
		“ Robinson,	“ Wier,
		“ McKenzie,	“ McLelan,
		“ Davidson,	Hon. C. J. Campbell,
		“ Webster,	Mr. Munro.
		“ Annand,	

So it passed in the negative.

Debate on address resumed

The order of the day being read, the house resumed the consideration of the address proposed in answer to the speech of his excellency the governor at the opening of the session, and the amendment moved thereto; and after some time spent in such debate,

And adjourned

Ordered, That the debate be further adjourned until Monday next.

Then the house adjourned until Monday next, at two of the clock.

MONDAY, 14th FEBRUARY, 1849.

PRAYERS.

Debate on address resumed

The order of the day being read, the house resumed the consideration of the address in answer to the speech of his excellency the governor at the opening of the session, and of the amendment moved thereto; and after some time spent in such debate, the question was put that such amendment do pass; and the house dividing thereon, there appeared for the amendment, twenty-two; against it, twenty-seven.

Amendment lost on division

<i>For the amendment,</i>		<i>Against the amendment,</i>	
Mr. Esson,	Mr. McLelan,	Mr. Churchill,	Mr. Ryder,
" Rinhard,	" Morrison,	" Moses,	Hon. Atty. General,
" Wier,	" Chipman,	" Wade,	" Fin. Secretary,
" McDonald,	" Chambers,	" Killam,	Mr. Ruggles,
" B. Smith,	Hon. Mr. Young,	" Bent,	" McKeagney,
" Davison,	Mr. Webster,	" Caldwell,	Hon. Pro. Secretary,
" McKenzie,	" Annand,	" Bourneuf,	" J. Campbell,
" Bailey,	" Robertson,	" Bill,	Mr. Martell,
" Gilderd,	" Archibald,	" McLearn,	" Henry,
" Locke,	" Munro,	Hon. C. J. Campbell,	" Smythe,
" Parker,	Hon. Mr. Howe.	Mr. McFarlane,	" Robecheau,
		" Shaw,	" White,
		" Brown,	Hon. Mr. McKinnon.
		" Tobin,	

So it passed in the negative.

The question being then taken upon the second clause of the address as originally proposed, the same was agreed to by the house. 2d clause agreed to

The remaining clauses of the address being then read, were severally agreed to by the house. Remaining clauses agreed to

And thereupon,

Resolved, That the address do pass Address passed

Ordered, That the address be engrossed.

Ordered, That the address be presented to his excellency the governor by the whole house.

The hon. the provincial secretary, by command of his excellency the governor, informed the house that his excellency had been pleased to appoint to-morrow at one of the clock, at government house, to receive the house with their address. Appointment to receive address

Then the house adjourned until to-morrow, at half-past twelve of the clock.

TUESDAY, 15th FEBRUARY, 1859.

PRAYERS.

At one of the clock, Mr. Speaker and the house went up to government house to attend his excellency the governor with the address of the house, in answer to the speech of his excellency at the opening of the session. Address presented

And being returned,

Mr. Speaker reported that he had presented such address to his excellency, and that his excellency had been pleased to give this reply thereto.

Mr. Speaker, and gentlemen of the house of assembly;

Governor's reply

I thank you for the address you have just presented.

I receive with satisfaction the assurance with which it concludes, that you will give your best consideration to the business of the session; and I earnestly hope that your deliberations will result in advancing the best interests of the colony.

A petition of Gilbert F. Ditmars, coroner for the township of Clements, was presented by Mr. Shaw, and read, praying remuneration for the expense of certain inquests held by him. Petition of G. F. Ditmars

Ordered, That the petition be referred to the relief committee. Referred to Relief committee

- Petitions of overseers of Annapolis and Clements** A petition of the overseers of the poor for district No. 1. of the township of Annapolis.
Also a petition of overseers of the poor for the township of Clements, Were severally presented by Mr. Shaw and read, praying reimbursements to such townships respectively, of the expense of maintaining transient paupers.
Ordered, That such petitions be referred to the relief committee.
- Referred to relief committee**
- Petition of trustees of Pictou academy** A petition of the trustees of the Academy at Pictou, was presented by Mr. Wilkins and read, praying for a continuance of the grant to that institution.
Ordered, That the petition be referred to the committee on education.
- Education committee**
- Petition of Roman catholic inhabitants of Dartmouth for burial ground** A petition of inhabitants of Dartmouth, in the county of Halifax, was presented by Mr. Esson and read, praying for the passing of an act to assign to them an additional portion of the Dartmouth common to be used as a burial ground for the benefit of the Roman Catholic inhabitants of Dartmouth.
Ordered, That the petition do lie on the table, and that Mr. Esson have leave to bring in a bill in accordance with the prayer thereof.
- Leave for bill**
- Bills presented** Mr. Esson, pursuant to leave given, presented to the house.
- Dartmouth cemetery** A bill relating to the Roman Catholic cemetery at Dartmouth ;
- Temperance hall Hammonds' plains** A bill to incorporate the trustees of the Temperance hall and school house at Hammonds Plains ;
- Halifax fire insurance company** A bill to incorporate the Halifax fire insurance company ;
And such bills were severally read a first time, and ordered to be read a second time.
- Petition for aid to grist mill** A petition of inhabitants of Caledonia, in the county of Halifax, was presented by Mr. Esson and read, praying aid in the erection of a grist mill.
Ordered, That the petition be referred to the committee on agriculture.
- Referred to agriculture committee**
- Petition for aid clearing out river at Sheet harbor** A petition of inhabitants of Sheet Harbour in the county Halifax, was presented by Mr. Esson and read, praying aid in clearing out Middle river, in that district.
Ordered, That the petition be referred to the committee on navigation securities.
- Referred to navigation securities committee**
- Petition for registry of deeds at Musquodoboit** A petition of inhabitants of the Eastern district of the county of Halifax, was presented by Mr. Esson and read, praying for the establishment of an office for the registry of deeds in Musquodoboit.
Ordered, That the petition be referred to the committee on crown property.
- Referred to crown lands committee**
- Petition as to assessment law** A petition of inhabitants of Middle Musquodoboit, in the county of Halifax, was presented by Mr. Esson and read, praying for the amendment of the law respecting county and railway rates.
Ordered, That the petition be referred to the law committee.
- Law committee**
- Petitions respecting assessments for railway damages** Two petitions from inhabitants of Upper and Middle Musquodoboit, respectively, were presented by Mr. Esson and read, praying to be relieved from the payment of rates for railway damages.
Ordered, That the petitions do lie on the table, and that Mr. Esson have leave to bring in a bill in accordance with the prayer thereof.
- Leave for bill**
- Petition respecting survey of crown lands** A petition of inhabitants of Upper Musquodoboit, was presented by Mr. Esson and read, praying for the enactment of a law to regulate surveys of crown lands.
Ordered, That the petition be referred to the committee on crown property.
- Crown property com.**
- Petition for division of Halifax county** A petition of inhabitants of Upper Musquodoboit in the county of Halifax, was presented by Mr. Esson and read, praying for a division of the county.
Ordered, That the petition do lie on the table.
- Petition of R. Marshall** A petition of Richard Marshall, of the county of Halifax, was presented by Mr. Esson

Esson and read, praying for legislation respecting the rent of leasehold lands taken for railway purposes.

Ordered, That the petition do lie on the table.

Mr. Wade, pursuant to leave given, presented to the house a bill to extend the provisions of the new practice act ; and the same was read a first, and ordered to be read a second time.

New practice amendment bill

Mr. Martell, pursuant to leave given, presented to the house a bill to naturalize Michael Piellon ; and the same was read a first, and ordered to be read a second time.

Naturalization bill

A petition of Michael Fleming, and other inhabitants of the county Victoria, was presented by Mr. Munro and read, praying remuneration for services in building a ferry boat to cross the little Bras d'Or Strait, the commissioner for performing such service being insolvent.

Petition of M. Fleming and others

Ordered, That the petition be referred to the committee on navigation securities.

Navigation securities committee

A petition of the commissioners of schools for the county of Cape Breton, was presented by Mr. Munro and read, praying for aid in establishing an academy in the town of Sydney in that county.

Petition of comm'rs of schools, Sydney, C. B.

Ordered, That the petition be referred to the committee on education.

Education committee

A petition of James Burgess, of Windsor, in the county of Hants, was presented by the hon. Mr. Howe and read, praying legislation to enable him to procure payment of railway damages assigned to him.

Petition of James Burgess

Ordered, That the petition do lie on the table.

A petition of the overseers of the poor for the township of Windsor, was presented by the hon. Mr. Howe and read, praying reimbursement of the expense of maintaining a transient pauper.

Petition of overseers Windsor

Ordered, That the petition be referred to the relief committee.

Relief committee

Mr. Wilkins, pursuant to leave given, presented to the house a bill to regulate truckmen and trucking in the town of Pictou ; and the same was read a first, and ordered to be read a second time.

Pictou truckmen, bill

A petition of inhabitants of Chebogue Point, in the county of Yarmouth, was presented by Mr. Moses and read, praying for an alteration in the mail arrangements of that district.

Petition of inhabitants of Chebogue

Ordered, That the petition be referred to the committee on the post office.

Post office committee

A petition of C. J. T. Fox, keeper of the light house and fog bell at Yarmouth, was presented by Mr. Moses and read, praying for an increase of salary.

Petition of C. J. T. Fox

Ordered, That the petition be referred to the committee on navigation securities.

Navigation securities committee

Four petitions from inhabitants of the county of Yarmouth, was presented by Mr. Moses and read, praying for the passing of a law to prohibit the traffic in intoxicating liquors.

Petitions for prohibitory liquor law

Ordered, That the petitions do lie on the table.

A petition of John Sheridan of Halifax, was presented by Mr. Tobin and read, praying for a return of duties on diving apparatus, imported.

Petition of J. Sheridan

Ordered, That the petition be referred to the committee on trade and manufactures.

Trade committee

A petition of inhabitants of the Bay shore in Cornwallis, was presented by Mr. Webster and read, praying for the establishment of a port of entry at the Givan wharf.

Petition for port of entry at Givan wharf

Ordered, That the petition be referred to the committee on trade and manufactures.

Trade committee

- Petition of John Gumb A petition of John Gumb, of the city of Halifax, was presented by Mr. Tobin and read, praying reimbursement of the value of province notes accidentally destroyed by fire.
- Trade committee *Ordered*, That the petition be referred to the committee on trade and manufactures.
- Petition of overseers of Aylesford A petition of overseers of the poor for the township of Aylesford, was presented by Mr. Webster and read, praying reimbursement of the expense of maintaining a transient pauper.
- Relief committee *Ordered* That the petition be referred to the relief committee.
- Petition for alteration of pilotage law A petition of licensed pilots for the port of Halifax, was presented by Mr. Tobin and read, praying for an alteration of the law regulating pilotage at that port.
- Navigation securities committee *Ordered*, That the petition be referred to the committee on navigation securities.
- Petition respecting tare on sugar A petition of merchants of the city of Halifax, was presented by Mr. Tobin and read, praying for the passing of a law to regulate the tare on sugar.
- Trade committee *Ordered*, That the petition be referred to the committee on trade and manufactures.
- Petitions from overseers 1st sec., Pictou
2nd section, Egerton
and
4th section, Egerton A petition of overseers of the poor, for the first section of the township of Pictou ;
Also, a petition from overseers of the poor for the second section of the township of Egerton ;
Also, a petition from overseers of the poor for the fourth section of the township of Egerton ;
Were severally presented by Mr. McDonald and read, praying reimbursement of the expense of maintaining transient paupers.
- Relief committee *Ordered*, That the petitions be referred to the relief committee.
- Petition of commissioners of schools, Pictou A petition of the commissioners of schools, for the southern district of the County of Pictou, was presented by Mr. McDonald and read, praying an increased grant of school moneys.
- Education committee *Ordered*, That the petition be referred to the committee on education.
- Petition of J Reynolds A petition of John Reynolds, of Georgetown, P. E. Island, was presented by Mr. McDonald and read, praying a grant to aid him in conveying the mails between Georgetown and Pictou.
- Post office committee *Ordered*, That the petition be referred to the committee on the post office.
- Petition for way office at Sambro A petition of inhabitants of Sambro, in the county of Halifax, was presented by Mr. Wier and read, praying for the establishment of a way office.
- Post office committee *Ordered*, That the petition be referred to the committee on the post office.
- Petition of inhabitants of Lower Prospect A petition of inhabitants of Lower Prospect and Turn's Bay, in the county of Halifax, was presented by Mr. Wier and read, praying for an extension of mail communication and the establishment of a polling place at Lower Prospect.
- Post office committee and leave for bill *Ordered*, That the petition be referred to the post office committee, and that Mr. Wier have leave to bring in a bill to establish a polling district in accordance with the prayer thereof.
- Petition from inhabitants of Herring Cove A petition of inhabitants of Herring and Bear Cove, in the county of Halifax, was presented by Mr. Wier and read, praying for aid in removing a sand bar from the entrance of Herring Cove harbor.
- Navigation securities committee *Ordered*, That the petition be referred to the committee on navigation securities.
- Petition of managers of Halifax dispensary A petition of the managers of the Halifax visiting dispensary, was presented by Mr. Wier and read, praying additional aid in conducting that institution.
- Humane institution committee *Ordered*, That the petition be referred to the committee on humane institutions.
- City of Halifax bill Mr. Tobin, pursuant to leave given, presented to the house a bill concerning the city of Halifax ; and the same was read a first, and ordered to be read a second time.

- Mr. Parker, pursuant to leave given, presented to the house a bill to amend chapter 131 of the revised statutes "of the jurisdiction of justices of the peace in civil cases;" and the same was read a first, and ordered to be read a second time. Jurisdiction of justices bill
- A petition of inhabitants of Walton, in the county of Hants, was presented by Mr. Parker and read, praying legislation to prevent injury to their marsh lands from a mill at Petite river. Petition as to injury to lands by mills
- Ordered*, That the petition do lie on the table.
- A petition of John Doran, of Windsor, in the county of Hants, was presented by the honorable Mr. Howe and read, praying for compensation for injury to his property by the railway. Petition of J. Doran
- Ordered*, That the petition do lie on the table.
- A petition of E. K. S. Butler, esquire, of Windsor, in the county of Hants, was presented by the honorable Mr. Howe and read, praying reimbursement of the expense of obtaining a grant of land under the circumstances mentioned in his petition. Petition of E. K. S. Butler, esquire
- Ordered*, That the petition be referred to the committee on crown property. Crown property com.
- Mr. Tobin, pursuant to leave given, presented to the house a bill to incorporate the Union Hall company of Saint Margaret's Bay; and the same was read a first, and ordered to be read a second time. Union hall company bill
- Mr. Smythe, pursuant to leave given, presented to the house a bill to legalize certain proceedings of the sessions of the county of Inverness; and the same was read a first and ordered to be read a second time. Inverness sessions bill
- A petition of Malcolm McDonald, of Ship Harbor, in the county of Inverness, was presented by Mr. Smythe and read, praying a grant to defray a portion of the expense of building boats for conducting the ferry across the Strait of Canso. Petition of M. McDonald
- Ordered*, That the petition be referred to the committee on navigation securities. Navigation securities committee
- A petition of inhabitants of the north-east branch of Marguarite River, in the county of Inverness, was presented by Mr. Smythe and read, praying for the establishment of a new polling district. Petition for polling place at Marguarite
- Ordered*, That the petition do lie on the table, and that Mr. Smythe have leave to bring in a bill in accordance with the prayer thereof. Leave for bill
- A petition of Thomas Downes, of Halifax, was presented by the hon. the attorney general and read, praying remuneration for cleaning militia fire arms. Petition of T. Downes
- Ordered*, That the petition be referred to Mr. White, Mr. Moses and Mr. Robertson, to examine and report thereon. Ref. to select com.
- A petition of inhabitants of Queen's county, was presented by the hon. J. Campbell and read, praying the house not to pass the bill to equalize the representation. Petition against equalization of representation
- Ordered*, That the petition do lie on the table.
- A petition of inhabitants of Wilmot, in the county of Annapolis, was presented by the honorable the attorney general and read, praying for an alteration in the law regulating the performance of labor on the highways. Petition as to statute labor
- Ordered*, That the petition do lie on the table, and that the honorable the attorney general have leave to bring in a bill in accordance with the prayer thereof. Leave for bill
- A petition of the baptist education society, was presented by the honorable the attorney general and read, praying a continuance of the grant to the academy at Wolfville. Petition of Baptist education society
- Ordered*, That the petition be referred to the committee on education. Education committee
- A petition of John O'Regan, was presented by the honorable the provincial secretary and Petition of J. O'Regan and

and read, praying for a grant to aid him in conducting a ferry at Ragged reef, in the county of Cumberland.

Navigation securities committee

Ordered, That the petition be referred to the committee on navigation securities.

Petition of D. Funiagalli

A petition of Dominico Funiagalli of Truro, in the county of Colchester, was presented by Mr. Archibald and read, praying to be naturalized by an act of the legislature.

Leave for bill

Ordered, That the petition do lie on the table, and that Mr Archibald have leave to bring in a bill in accordance with the prayer thereof.

Petition for grammar school at Whycocomagh

A petition of the inhabitants of Whycocomagh, in the county of Inverness, was presented by the honorable Mr. Young and read, praying for the establishment of a grammar school in that district.

Education committee

Ordered, That the petition be referred to the committee on education.

The hon. the provincial secretary, by command of his excellency the governor, presented to the house :

Despatch confirming acts of 1858

1^o. A copy of an order of the queen in council, approving ninety-two acts of the legislature of this province, passed in the last session.

(See appendix, No. 1.)

Confirmation of merchants' shipping act of 1858

2^o. A copy of an order of the queen in council, specially confirming an act to extend to this province certain provisions of the merchant shipping act.

(See appendix, No. 1.)

Correspondence respecting mines and minerals acts of 1858

3^o. Copies of correspondence between the imperial and colonial governments, relating to two acts passed in the session of 1858, respecting mines and minerals.

(See appendix, No. 2.)

Correspondence respecting union of provinces

4^o. Copies of correspondence relating to the subject of a federative union of the British North American provinces.

(See appendix, No. 3.)

Correspondence respecting inter-colonial railways

5^o. Copies of correspondence relating to the subject of an inter-colonial railway.

(See appendix, No. 4.)

And such papers were severally read by the clerk.

Ordered, That such papers respectively do lie on the table.

The hon. the provincial secretary, by command of his excellency the governor, also presented to the house :

Return of grants perfected in land office

6^o. A return of perfected grants of crown lands in Nova Scotia, for the quarter, ended 31st December, 1858.

(See appendix, No. 5.)

Return of crown lands applied for

7^o. A return of crown lands applied for during the quarter, ended 31st December, 1858.

(See appendix, No. 6.)

Report of crown lands commissioner

8^o. The report of the commissioner of crown lands for the year 1858.

(See appendix, No. 7.)

Ordered, That the returns and report be referred to the committee on crown property to examine and report thereon.

Then the house adjourned until to-morrow, at twelve of the clock.

WEDNESDAY, 16th FEBRUARY, 1859.

PRAYERS

A petition of inhabitants of Tusket Wedge, in the county of Yarmouth, was presented by Mr Ryder and read, praying for the erection of a light house on Fish Island, in Lobster Bay. Petition for light house Fish Island

Ordered, That the petition be referred to the committee on navigation securities. Navigation securities committee

A petition of Denis McGrath, of Plymouth, in the county of Yarmouth, an aged teacher, was presented by Mr. Ryder and read, praying for a grant of land in consideration of his long services as a teacher. Petition of D. McGrath

Ordered, That the petition be referred to the committee on education. Education committee

A petition of inhabitants of the township of Clements, was presented by Mr. Shaw and read, praying for an extension of mail communication. Petition for mail extension, Clements

Ordered, That the petition be referred to the committee on the post office. Post office committee

A petition of Andrew Gilmore, was presented by Mr. Shaw and read, praying a grant of land under special circumstances mentioned in his petition. Petition of A. Gilmore

Ordered, That the petition be referred to the committee on crown property. Crown property com.

A petition of inhabitants of the north shore of St. Margaret's Bay, was presented by Mr. Tobin and read, praying for the establishment of an additional polling district. Petition for polling place St. Margaret's bay

Ordered, That the petition do lie on the table, and that Mr. Tobin have leave to bring in a bill in accordance with the prayer thereof. Leave for bill

And thereupon, Mr. Tobin, pursuant to such leave, presented to the house a bill to add a polling place in the county of Halifax; and the same was read a first, and ordered to be read a second time. Halifax polling district bill

A petition of inhabitants of the town of Pictou, was presented by Mr. McDonald and read, praying legislation to increase the fees of measurers of lumber in certain cases. Petition as to fees of surveyors of lumber

Ordered, That the petition do lie on the table, and that Mr. McDonald have leave to bring in a bill in accordance with the prayer thereof. Leave for bill

A petition of Roderick McLellan, of Rogers Hill, in the county of Pictou, was presented by Mr. Wilkins and read, praying a grant to compensate him for loss sustained in the erection of Melford bridge in that county. Petition of R. McLellan

Ordered, That the petition do lie on the table.

A petition of the overseers of the poor for the township of Port Hood, was presented by the hon. Mr. Young and read, praying reimbursement of the expense of maintaining transient paupers. Petition of overseers Port Hood

Ordered, That the petition be referred to the relief committee. Relief committee

A petition of Angus McPhail, of the county of Inverness, was presented by the hon. Mr. Young and read, praying for a grant of land under the circumstances mentioned in his petition. Petition of A. McPhail

Ordered, That the petition be referred to the committee on crown property. Crown property com.

A petition of the pastor and clerk of the third Baptist church at Horton, was presented by Mr. Brown and read, praying for an act to incorporate the trustees of that congregation. Petition for incorporation of Baptist church, Horton

Ordered, That the petition do lie on the table, and that Mr. Brown have leave to bring in a bill in accordance with the prayer thereof. Leave for bill

And

And thereupon,

- Horton church incorporation bill
Mr. Brown pursuant to such leave, presented to the house, a bill to incorporate the trustees of the third Baptist church at Horton, and the same was read a first, and ordered to be read a second time.
- Petition of J. T. Powers
Education committee
A petition of J. T. Powers an aged teacher, was presented by Mr. McFarlane and read, praying a free grant of land under the circumstances mentioned in his petition.
Ordered, That the petition be referred to the committee on education.
- Petition of M. J. Tucker
Education committee
A petition of M. J. Tucker an aged teacher, was presented by Mr. Archibald and read, praying for a free grant of land.
Ordered, That the petition be referred to the committee on education.
- Petition for mail extension, Tatamagouche
Post office committee
A petition of inhabitants of Tatmagouche in the county of Colchester, was presented by Mr. McFarlane and read, praying increased mail communication.
Ordered, That the petition be referred to the committee on the post office.
- Petitions for mail extension at Wallace and Pugwash
Post office committee
A petition of inhabitants of Wallace in the county of Cumberland.
Also, a petition of inhabitants of Pugwash in the same county;
Were severally presented by Mr. McFarlane and read, praying for an increase of mail communication.
Ordered, That such petitions respectively be referred to the committee on the post office.
- Polling place, Cumberland bill
Mr. McFarlane pursuant to leave given, presented to the house a bill to add a polling place in the county of Cumberland, and the same was read a first and ordered to be read a second time.
- Petition C. C. Aitken
Indian committee
A petition of Charles C. Aitken doctor of medicine, was presented by Mr. Wilkins and read, praying remuneration for medical services to a sick indian.
Ordered, That the petition be referred to the committee on indian affairs.
- Commissioner of streets, Liverpool bill
Liverpool assessment bill
Mr. McClearn pursuant to leave given, presented to the house the following bills :
A bill to legalize the appointment of commissioners of streets for the town of Liverpool ; and
A bill to extend the operation of chapter 15, of the acts of 1858 ;
And such bills were severally read a first and ordered to be read a second time.
- Petition of overseers, Onslow
Relief committee
A petition of the overseers of the poor for the township of Onslow, was presented by Mr. Archibald and read, praying reimbursement of the expense of maintaining a transient pauper.
Ordered, That the petition be referred to the relief committee.
- Stewiacke town hall bill
Mr. Archibald pursuant to leave given, presented to the house a bill relating to the town hall at Upper Stewiacke, and the same was read a first and ordered to be read a second time.
- Surveyors of lumber bill
Mr. McDonald pursuant to leave previously given, presented to the house a bill to alter the fees of surveyors of lumber in certain cases, and the same was read a first and ordered to be read a second time.
- Petition as to Gay's river church
Leave for bill
A petition of inhabitants of Gay's River in the county of Colchester was presented by Mr. Archibald and read, praying an act to enable them to sell an old place of worship.
Ordered, That the petition do lie on the table and that Mr. Archibald have leave to bring in a bill in accordance with the prayer thereof.
- Petition from Colchester as to school money
Referred to education committee
A petition of the inhabitants of Sterling in the county of Colchester was presented by Mr. Archibald and read, praying for a more just distribution of the grant for schools.
Ordered, That the petition be referred to the committee on education. A

<p>A petition of Edmund D. Taylor of Barrington, was presented by Mr. Robertson and read, praying to be naturalized by act of the legislature.</p>	<p>Petition of E. D. Taylor for naturalization</p>
<p><i>Ordered,</i> That the petition do lie on the table, and that Mr. Robertson have leave to bring in a bill in accordance with the prayer thereof.</p>	<p>Leave for bill</p>
<p>A petition of Major Josiah P. Doane, of the Shelburne regiment of militia, was presented by Mr. Robertson and read, praying reimbursement of expense incurred by him in cleaning militia fire arms.</p>	<p>Petition of major Josiah P. Doane</p>
<p><i>Ordered,</i> That the petition be referred to the select committee appointed yesterday to consider and report upon the petition of Thomas Downes.</p>	<p>Referred to militia arms committee</p>
<p>A petition of Thomas K. Mood, of Barrington, was presented by Mr. Robertson and read, praying compensation for loss of moneys transmitted by registered letter through the post office.</p>	<p>Petition of T. K. Mood</p>
<p><i>Ordered,</i> That the petition be referred to the committee on the post office.</p>	<p>Post office committee</p>
<p>A petition of inhabitants of Annapolis and Queen's counties, was presented by Mr. McClearn and read, praying a continued grant to enable George Merry to keep a house of entertainment on the road leading from Nictaux to Liverpool.</p>	<p>Petition for grant to G Merry</p>
<p><i>Ordered,</i> That the petition do lie on the table.</p>	
<p>A petition of inhabitants of Carlton, in the county of Yarmouth, was presented by Mr. Killam and read, praying relief from the operation of the laws relating to inland fisheries, as tending to impede their operations in the manufacture of lumber.</p>	<p>Petition against river fishery law</p>
<p><i>Ordered,</i> That the petition be referred to the committee on the fisheries.</p>	<p>Fishery committee</p>
<p>A petition of inhabitants of the county of Cape Breton, was presented by Mr. Caldwell and read, praying an alteration in the laws relating to statute labor.</p>	<p>Petition as to statute labor</p>
<p><i>Ordered,</i> That the petition do lie on the table.</p>	
<p>A petition of John Cummeford, of Sydney, Cape Breton, was presented by Mr. Caldwell and read, praying remuneration for boarding and lodging of two seamen of the British barque "Peerless," wrecked on Flint Island in November last.</p>	<p>Petition of J. Cummeford</p>
<p><i>Ordered,</i> That the petition be referred to the relief committee.</p>	<p>Relief committee</p>
<p>A petition of John Cummeford, mail courier between Sydney and Sydney mines, in the county of Cape Breton, was presented by Mr. Caldwell and read, praying for an increase of salary; and</p>	<p>Petitions of mail couriers at Sydney and</p>
<p>A petition of inhabitants of George River, in the same county, was presented by Mr. Caldwell and read, praying for the establishment of a way office.</p>	<p>George River</p>
<p><i>Ordered,</i> That the two foregoing petitions be referred to the committee on the post office.</p>	<p>Post office committee</p>
<p>Three petitions, from Lafayette McLellan, of Kempt, in the county of Hants, Hollis Joy, of Walton, in the same county, and John Joseph, of Hantsport, in the same county, were severally presented by Mr. Churchill and read, praying that petitioners may be naturalized by act of the legislature.</p>	<p>Petitions for naturalization</p>
<p><i>Ordered,</i> That the petitions do lie on the table, and that Mr. Churchill have leave to bring in a bill in accordance with the prayer of such petitions respectively.</p>	<p>Leave for bill</p>
<p>A petition of the inhabitants of Tusket and its vicinity, was presented by Mr. Ryder and read, praying that the existing regulations for the protection of the river fisheries may be maintained.</p>	<p>Petition in favor of river fishery laws</p>
<p><i>Ordered,</i> That the petition be referred to the committee on the fisheries.</p>	<p>Fishery committee</p>
<p>A petition of inhabitants of West Pubnico, in the county of Yarmouth, was presented by Mr. Ryder and read, praying an extension of mail communication.</p>	<p>Petition for mail extension, Pubnico</p>
<p><i>Ordered,</i> That the petition be referred to the committee on the post office.</p>	<p>Post office committee</p>

- petition for liquor law A petition of inhabitants of electoral district No. 17, in the county of Halifax, was presented by Mr. Esson and read, praying that the prohibitory liquor law may be submitted to the votes of the people at the next general election as a separate question.
Ordered, That the petition do lie on the table.
- Petition of J. Thomas A petition of John Thomas, of Chester, an aged teacher, was presented by Mr. Gilderd and read, praying a free grant of land.
Education committee *Ordered*, That the petition be referred to the committee on education.
- Report of record commissioner The honorable the provincial secretary, by command of his excellency the governor, presented to the house the report of Thomas B. Aikins, esquire, commissioner for the compilation and preservation of ancient provincial records for the year 1858, and the same was read by the clerk.
(See appendix No 8.)
- Select committee *Ordered*, That the report be referred to the honorable Mr. Howe, Mr. White, and Mr. Ruggles to examine and report thereon.
- Petition of inland navigation company A petition of the president and directors of the inland navigation company, was presented by Mr. Wier and read, praying additional legislation to enable them to borrow money to complete their operations.
Trade committee *Ordered*, That the petition be referred to the committee on trade and manufactures.
- Petition as to signal station, Halifax A petition of merchants of the city of Halifax was presented by Mr. Wier and read, praying the imposition of a tax on vessels entering the port of Halifax, for the maintenance of the signal station on Citadel Hill.
Trade committee *Ordered*, That the petition be referred to the committee on trade and manufactures.
- Petition of W. S. Symonds & Co. A petition of W. S. Symonds and others of the city of Halifax was presented by Mr. Wier and read, praying to be re-paid duties paid by them on imported goods consumed by fire.
Trade committee *Ordered*, That the petition be referred to the committee on trade and manufactures.
- Report of postmaster general The hon. the provincial secretary by command of his excellency the governor, presented to the house the report of the post-master general for the year 1858, together with eleven statistical returns and statements referred to therein—and the report was read by the clerk.
(See appendix No. 9.)
- Post office committee *Ordered*, That the report and returns be referred to the committee on the post office
- Petition of P. S. Burnham A petition of Peter S. Burnham post-master at Windsor, was presented by the hon. Mr. Howe and read, praying increased remuneration.
Post office committee *Ordered*, That the petition be referred to the committee on the post office.
- Petition of L. & E. Curry A petition of Levi and Edward Curry of Windsor was presented by the hon. Mr. Howe and read, praying a return of duties on machinery recently imported by them to replace machinery destroyed by fire.
Trade committee *Ordered*, That the petition be referred to the committee on trade and manufactures.
- Petition of S. Kirkpatrick A petition of Samuel Kirkpatrick of Hantsport, in the county of Hants, an aged teacher, was presented by Mr. Brown and read, praying a free grant of land or other allowance for long and useful services.
Education committee *Ordered*, That the petition be referred to the committee on education.
- Petition of Dr. Dennison A petition of doctor William Dennison, of Newport, was presented by Mr. Chambers and read, praying compensation for medical services to Micmac Indians.
Referred to Indian committee *Ordered*, That the petition be referred to the committee on Indian affairs.

A petition of John P. Thomson, also a petition of Silas Kellum, both of Cornwallis, were severally presented by Mr. Bill and read, praying a return of duties paid by them on machinery imported. Petitions of J. P. Thomson & S. Kellum

Ordered, That the petitions be referred to the committee on trade and manufactures Trade committee

A petition of Michael Lonergan, of Dalhousie, in King's county, was presented by Mr. Bill and read, praying a grant of land under the circumstances mentioned in his petition. Pet. of M. Lonergan

Ordered, That the petition be referred to the committee on crown property. Crown property com.

A petition of inhabitants of French cross, in Cornwallis, was presented by Mr. Bill and read, praying for an extension of mail communication. Petition for mail extension, Cornwallis

Ordered, That the petition be referred to the committee on the post office. Post office committee

A petition from the Presbyterian congregation of Cornwallis, was presented by Mr. Bill and read, praying the passing of an act to enable them to divide and appropriate the profits of certain lands belonging to such congregation. Petition of Presbyterian church, Cornwallis

Ordered, That the petition do lie on the table, and that Mr. Bill have leave to bring in a bill in accordance with the prayer thereof. Leave for bill

A petition of inhabitants of Green Hill, in the county of Pictou, was presented by Mr. McDonald and read, praying for the establishment of a way office. Petition for way office Greenhill

Ordered, That the petition be referred to the committee on the post office. Post office committee

The honorable the provincial secretary, by command of his excellency the governor, presented to the house : Reports respecting hospital for the insane

1^o. The report of the commissioners of the hospital for the insane for the year 1858.

2^o. The report of the medical superintendent of that institution for the same year.

3^o. The statement of the receipts and expenditures of the commissioners on account of the institution since their appointment.

And the same were read by the clerk.

(See appendix No. 10.)

Ordered, That the reports and statement be referred to the committee on humane institutions. Referred to humane institutions committee

The honorable the provincial secretary, by command of his excellency the governor, presented to the house :

1^o. The report of the chairman of the Board of Works for the year 1858—and the same was read by the clerk. Report of board of works

(See appendix, No. 11.)

2^o. The report of the superintendent of the provincial penitentiary for the same year. Report on penitentiary

(See appendix, No. 12.)

3^o. The report the superintendent of light-houses for the same year together with a special report of the same officer upon the light-house and humane establishment upon St. Pauls Island. Report on light houses

Ordered, That so much of the report of the chairman of the Board of Works as refers to the provincial penitentiary, be referred to the committee on the penitentiary ; that so much thereof as refers to the hospital for the insane be referred to the committee on humane institutions ; and that so much thereof as refers to light-houses and other works for the security of navigation, be referred to the committee on navigation securities. Referred to various committees

Ordered,

Ordered, That the report of the superintendent of the penitentiary be referred to the committee on that subject.

Ordered, That the reports of the superintendent of light-houses be referred to the committee on navigation securities.

Then the house adjourned until to-morrow, at three of the clock.

THURSDAY, 17th FEBRUARY, 1859.

PRAYERS.

Petitions respecting
statute labor

Five petitions from inhabitants of the county of Cape Breton, were presented by Mr. Caldwell and read, praying an alteration in the laws regulating statute labor.

Ordered, That the petitions do lie on the table.

Petition polling place
Cape Breton

A petition of inhabitants of Big Pond, in the county of Cape Breton, was presented by Mr. Caldwell and read, praying for the establishment of an additional polling place.

Leave for bill

Ordered, That the petition do lie on the table, and that Mr. Caldwell have leave to bring in a bill in accordance with the prayer thereof.

And accordingly,

Bill presented

Mr. Caldwell, pursuant to such leave, presented to the house a bill to establish a polling place in the county of Cape Breton; and the same was read a first, and ordered to be read a second time.

Grand jurors bill

Mr. Wilkins, pursuant to leave given, presented to the house a bill to provide for the election of grand jurors; and the same was read a first, and ordered to be read a second time.

Petition of M. Kimball

A petition of Moses Kimball, of the county of Digby, was presented by Mr. Bourneuf and read, praying for an annual allowance for certain public services therein mentioned.

Ordered, That the petition do lie on the table.

Petition of overseers,
Clements

A petition of the overseers of the poor for the township of Clements, was presented by Mr. Shaw and read praying legislation to enable them to make regulations for the management of their poor's asylum.

Leave for bill

Ordered, That the petition do lie on the table, and that Mr. Shaw have leave to bring in a bill in accordance with the prayer thereof.

Petition of V. Munro

A petition of Valentine Munro, was presented by Mr. Shaw and read, praying a grant to aid him in keeping a house of entertainment on the road between Annapolis and Liverpool.

Ordered, That the petition do lie on the table.

Petitions of Amos
Purdy

Two petitions of Amos Purdy of Wallace, in the county of Cumberland were severally presented by Mr. McFarlane and read, praying compensation on account of loss sustained by him from irregular grants of land.

Crown land committee

Ordered, That the petitions be referred to the committee on crown property.

Chipman brook pier
company bill

Mr. Chipman, pursuant to leave given, presented to the house a bill to incorporate the Chipman brook pier company; and the same was read a first, and ordered to be read a second time.

Petition for aid to
Baxter's harbor pier

A petition of inhabitants of the North mountain, in Cornwallis, was presented by Mr. Chipman and read, praying aid in repairing the Baxter's harbor pier.

Navigation securities
committee

Ordered, That the petition be referred to the committee on navigation securities.

A petition of Daniel Mills and Henry B. Parker of Cornwallis was presented by Mr. Chipman and read, praying legislation for the protection of timber lands from depredations by Mic-mac Indians.

Petition as to injury to timber lands by Indians

Ordered, That the petition be referred to the committee on Indian affairs.

Indian committee

The hon. the provincial secretary by command of his excellency the governor presented to the house reports of the commissioners of the railway and of the chief engineer, respectively upon the progress and condition of the provincial railway for the year 1858—and the same were read by the clerk.

Railway returns

(See appendix No. 13.)

Ordered, That the papers do lie on the table.

The honorable the attorney general, by the like command presented to the house a copy dated 16th June, 1858, of regulations established by the governor in council, for the leasing of mines in this province, and the same were read by the clerk.

Mines regulations

(See appendix No. 20.)

Ordered, That such regulations be referred to the committee on crown property to examine and report thereon.

Crown property com.

The honorable the attorney general, pursuant to leave given, presented to the house a bill in addition to the act to regulate the mines of this province; and the same was read a first, and ordered to be read a second time.

Mines regulation bill

A message from the council, by Mr. Halliburton:

Message

Mr. Speaker,

The council have appointed the honorable Mr. Archibald, the hon. Mr. Whitman, and the hon. Mr. Creighton to be a committee of the council to join a committee of the house of assembly to examine the public accounts

Council committee on public accounts

And then the messenger withdrew.

The honorable the provincial secretary by command of his excellency the governor, presented to the house a copy of an order of the queen in council, confirming two acts of the assembly for 1853, for establishing a boundary between Nova Scotia and New Brunswick, and for the punishment of offences relating to the army and navy.

Confirmation of 2 acts of 1858

(See appendix No. 1.)

Ordered, That the paper do lie on the table.

A petition of Thomas Robson, of Sackville, in the province of New Brunswick, was presented by the honorable the provincial secretary and read, praying for an extension in point of duration of certain patents obtained by him.

Petition of T. Robson

Ordered, That the petition be referred to the committee on trade and manufactures.

Trade committee

A petition of John Cameron and others, of Grand River, in the county of Richmond, was presented by the honorable Mr. Howe and read, praying for a grant to aid them in improving the navigation at the mouth of Grand River.

Petition clearing out grand river

Ordered, That the petition be referred to the committee on navigation securities.

Navigation securities committee

A petition of the inhabitants of Point Breuly, in the county of Colchester, was presented by Mr. Morrison and read, praying for the establishment of a way-office.

Petition for way office Point Breuly

Ordered, That the petition be referred to the committee on the post office.

Post office committee

Mr. Henry, pursuant to leave given, presented to the house a bill to incorporate the Little River wharf company; and the same was read a first, and ordered to be read a second time.

Little River wharf bill

- Petition of S. Donovan A petition of Simon Donovan, collector of excise at Arichat, was presented by Mr. Henry and read, praying reimbursement of expense incurred by him in making a seizure of smuggled goods.
- Trade committee *Ordered*, That the petition be referred to the committee on trade and manufactures.
- Petitions of railway contractors Two petitions, of Messrs. Creelman and Tupper, and James McDonald, railway contractors, were presented by Mr. Henry and read, praying compensation for losses sustained by them in the construction of the provincial railway.
- Ordered*, That the petitions do lie on the table.
- Petition T. Murphy A petition of Thomas Murphy, of Antigonish, in the county of Sydney, the parent of four deaf and dumb children, was presented by Mr. Henry and read, praying a grant to enable him to maintain one of his sons at the institution for the deaf and dumb at Halifax.
- Humane institution committee *Ordered*, That the petition be referred to the committee on humane institutions.
- Petition of overseers, Arisaig A petition of the overseers of the poor for the township of Arisaig, was presented by Mr. Henry and read, praying reimbursement of the expense of maintaining a transient pauper.
- Relief committee *Ordered*, That the petition be referred to the relief committee
- Petition as to eastern mail A petition of inhabitants of the county of Sydney, was presented by Mr. Henry and read, praying for the establishment of a daily mail from Halifax to Antigonishe.
- Referred to post office committee *Ordered*, That the petition be referred to the committee on the post office.
- Petition of A. M. Chisholm A petition of Alexander M. Chisholm, of Antigonish, in the county of Sydney, was presented by Mr. Henry and read, praying a grant to aid him in publishing a mathematical scale for educational purposes.
- Education committee *Ordered*, That the petition be referred to the committee on education.
- Petition Arisaig pier A petition of inhabitants of the county of Sydney, was presented by Mr. Henry and read, praying a grant to aid in repairing the Arisaig pier.
- Navigation securities committee *Ordered*, That the petition be referred to the committee on navigation securities.
- Petition for mail extension Hants A petition of inhabitants of Douglas, in Hants county, was presented by Mr. Parker and read, praying for an extension of mail communication.
- Post office committee *Ordered*, That the petition be referred to the committee on the post office.
- Alteration in humane institution committee *Ordered*, That Mr. Ryder be substituted for Mr. Bent as a member of the committee on humane institutions.
- Petition of S. McPherson A petition of Stephen McPherson, of River Bourgeois, in Richmond county, was presented by the honorable the attorney general and read, praying compensation for his services as clerk to John McLeod, contractor on the St. Peter's canal, such contractor being insolvent.
- Ordered*, That the petition do lie on the table.
- Petition as to mail route, Pictou A petition of inhabitants of the Wentworth Grant, in the county of Pictou, was presented by Mr. McDonald and read, praying for the alteration of a mail route.
- Post office committee *Ordered*, That the petition be referred to the committee on the post office.
- Petition of Kempt town mining company A petition of the Kempt town mining company, in Colchester county, was presented by Mr. Archibald and read, praying for an act of incorporation.
- Leave for bill *Ordered*, That the petition do lie on the table, and that Mr. Archibald have leave to bring in a bill in accordance with the prayer thereof.
- Petition of Joseph Dickson A petition of Joseph Dickson, clerk of the peace for the county of Colchester, was presented

presented by Mr. Archibald and read, praying reimbursement of the expense of maintaining James Russell, an insane convict.

Ordered, That that the petition be referred to Mr. McFarlane, Mr. McDonald, and Mr Wade, to examine and report thereon. Select committee

A petition of inhabitants of the township of Economy, was presented by Mr. Archibald and read, praying an alteration in the law regulating the settlement of paupers. Petition as to poor laws

Ordered, That the petition be referred to the law committee. Law committee

A petition of Archibald Cameron, of Five Islands, in Colchester county, was presented by Mr. Archibald and read, praying compensation for injury sustained in consequence of an irregular grant of crown land. A. Cameron's petition as to grant of land

Ordered, That the petition be referred to the committee on crown property. Crown property com.

A petition of Charles D. Archibald and others, was presented by Mr. Archibald and read, praying for an act to confer on them an exclusive right to exercise in this province an improved method discovered by them of manufacturing malleable iron. Petition of C. D. Archibald and others

Ordered, That the petition do lie on the table, and that Mr. Archibald have leave to bring in a bill in accordance with the prayer thereof. Leave for bill

The honorable the attorney general, pursuant to leave given, presented to the house a bill to enable John Barry, to obtain letters patent ; and the same was read a first, and ordered to be read a second time. J. Barry's patent bill

A petition of the overseers of the poor for the township of Barrington ; Also, a petition of the overseers of the poor for district No. 1 of said township ; Petition of overseers of poor, Barrington

Were severally presented by Mr. Robertson and read, praying reimbursement of the expense of maintaining transient paupers.

Ordered, That the petition be referred to the relief committee. Relief committee

A petition of William Pope, of Barrington, was presented by Mr. Robertson and read, praying permission to reside on crown lands occupied by him, under the circumstances mentioned in his petition. Petition of W. Pope

Ordered, That the petition be referred to the committee on crown property. Crown property com.

Mr. Bailey, pursuant to leave given, presented to the house a bill to name the village of Kinburn, in the county of Lunenburg ; and the same was read a first, and ordered to be read a second time. Kinburn village bill

A petition of inhabitants of the county of Lunenburg, was presented by Mr. Bailey and read, praying the house not to pass the bill for naming the village of Kinburn Petition against Kinburn village bill

Ordered, That the petition do lie on the table.

A petition of the overseers of the poor for the township of Liverpool, was presented by Mr McClearn and read, praying reimbursement of the expense of maintaining a transient pauper. Petition of overseers Liverpool

Ordered, That the petition be referred to the relief committee. Relief committee

Then the house adjourned until to-morrow, at three of the clock.

Friday,

FRIDAY, 18th FEBRUARY, 1859.

PRAYERS.

Coal mines bill

The honorable the attorney general, pursuant to leave given, presented to the house a bill to amend chapter 27 of the revised statutes, "of the coal mines." and the act in amendment thereof; and the same was read a first, and ordered to be read a second time.

2 patent bills

Mr. Wade, pursuant to leave given, presented to the house the following bills :
A bill to enable Edward Hunt and Henry Davis Pochin to obtain letters patent ;
A bill to extend the operation of chapter 120 of the revised statutes, "of patents for useful inventions."

And such bills were severally read a first, and ordered to be read a second time.

Petition Gros-coque breakwater

A petition of inhabitants of the township of Clare, was presented by Mr. Robecheau and read, praying a grant to aid them in extending the Gros-coque breakwater.

Navigation securities committee

Ordered, That the petition be referred to the committee on navigation securities.

Petition of A. B. Piper

A petition of Avery B. Piper, was presented by Mr. Ruggles and read, praying a return of duties on a church bell imported by the Wesleyan congregation at Bridgetown.

Trade committee

Ordered, That the petition be referred to the committee on trade and manufactures.

Petition for representation, Aylesford

Three petitions from inhabitants of the township of Aylesford, were presented by Mr. Bill and read, praying to be put on an equality with other townships in the same county in the election of representatives to serve in general assembly.

Leave for bill

Ordered, That the petitions do lie on the table, and that Mr. Bill have leave to bring in a bill in accordance with the prayer thereof.

Petition for Cornwallis church bill

A petition of the office bearers, members and adherents of the Presbyterian church in Cornwallis, was presented by Mr. Bill and read, praying an act to enable them to divide certain profits of real estate belonging to the congregation.

Ordered, That the petitions do lie on the table.

Petition of overseers, Aylesford

A petition of the overseers of the poor for the township of Aylesford, was presented by Mr. Bill and read, praying reimbursement of the expense of maintaining a transient pauper.

Relief committee

Ordered, That the petition be referred to the relief committee.

Petition for mail extension, Inverness

A petition of inhabitants of Grand Antz, in the county of Inverness, was presented by the hon. Mr. Young and read, praying increased mail accommodation.

Post office committee

Ordered, That the petition be referred to the committee on the post office.

Petition for prohibitory law

A petition of inhabitants of Five Islands, in the county of Colchester, was presented by Mr. Morrison and read, praying for the passing of a law to prohibit the traffic in intoxicating liquors.

Ordered, That the petition do lie on the table.

Petition for mail extension, Pictou

Two petitions of inhabitants of the county of Pictou, were presented by Mr. McDonald and read, praying an extension of mail communication.

Post office committee

Ordered, That the petitions be referred to the committee on the post office.

Petition against Dartmouth cemetery bill

A petition of inhabitants of Dartmouth, in the county of Halifax, was presented by Mr. Annand and read, praying the house not to pass the bill relating to the Roman Catholic Cemetery at Dartmouth.

Ordered, That the petition do lie on the table.

- A petition of Elias N. Payzant, doctor of medicine, was presented by Mr. Churchill and read, praying remuneration for medical services to a Micmac Indian. Petition of E. N. Payzant
Ordered, That the petition be referred to the committee on Indian affairs. Indian committee
- A petition of the inhabitants of Turnr Bay and Lower Prospect, in the county of Halifax, was presented by Mr. Wier and read, praying relief from extreme destitution, occasioned by failure of the fisheries. Petition for relief of distress
Ordered, That the petition do lie on the table.
- A petition of D. C. Reid, of Horton, was presented by Mr. Brown and read, praying reimbursement of expense incurred in relieving the necessities of a sick and destitute Micmac Indian. Petition of D. C. Reid
Ordered, That the petition be referred to the committee on Indian affairs. Indian committee
- A petition of aborigines of the Micmac tribe of Queen's county, was presented by Mr. Webster and read, praying for an alteration of the poor laws for the relief of Indians. Petition of Indians for change in poor laws
Ordered, That the petition be referred to the committee on Indians affairs. Indian committee
- A petition of Murdoch McKenzie, of Boulardrie, Victoria, was presented by the honorable C. J. Campbell and read, praying for payment of the full amount of certain orders on the receiver general for road damages. Petition of M. McKenzie
Ordered, That the petition be referred to the committee on road damages. Road damages com.
- A petition of Matthew McLean, of Baddeck, Victoria, was presented by the hon. C. J. Campbell and read, praying for a grant to aid in sustaining a ferry communication between Baddeck and Wasabock. Petition for ferry at Baddeck
Ordered, That the petition be referred to the committee on navigation securities. Navigation securities committee
- A petition of Joseph Elmsley, of Baddeck, in Victoria country, was presented by the honorable C. J. Campbell and read, praying reimbursement of expense incurred in relieving the necessities of destitute Micmac Indians. Petition of Dr Elmsley
Ordered, That the petition be referred to the committee on Indian affairs. Indian committee
- A petition of the office bearers and members of the Middle River agricultural society of Victoria county, was presented by the honorable C. J. Campbell and read, praying for grants to enable several poor settlers to retain possession of lands already occupied by them, forming part of the Indian reserve in that county. Petition respecting Indian reserve lands
Ordered, That the petition be referred to the committee on Indian affairs. Indian committee
- The honorable the financial secretary, by command of his excellency the governor, presented to the house returns of the trade and shipping of the province, for the year 1858, viz. :
- 1^o. A detailed statement of imports.
 - 2^o. A general statement of imports.
 - 3^o. An abstract of articles imported.
 - 4^o. A statement of imports at the port of Halifax.
 - 5^o. A comparative statement of imports.
 - 6^o. A detailed statement of exports.
 - 7^o. A general statement of exports.
 - 8^o. An abstract of articles exported.
 - 9^o. A statement of exports from the port of Halifax.
 - 10^o. A comparative statement of exports.
 - 11^o. A general statement of imports and exports at each port in this province.
 - 12^o. An account of the number and tonnage of vessels entering inwards at each port, and abstract.
 - 13^o. An account of the number and tonnage of vessels cleared outwards at each port, and abstract.

14^o. A statement of the shipping owned in the province, indicating those built in and sold out of the province, for twelve months

(See appendix, No. 14.)

Trade committee *Ordered*, That the returns be referred to the committee on trade and manufactures.

Revenue returns The honorable the financial secretary, by command of his excellency the governor, also presented to the house returns connected with the revenue of the province, for the year 1858, viz. :

1^o. A general abstract of the returns of impost and excise duties collected at the different ports of this province, during the year 1858.

2^o. An abstract of articles imported into this province on which duty was collected in the year 1858.

3^o. A comparative statement exhibiting the increase and decrease of excise duties collected at the different ports of the province for the years 1857 and 1858.

4^o. A comparative statement of the amount of excise duties collected on articles imported into this province, for the years 1857 and 1858.

5^o. A comparative statement of the quantities of articles subject to duty, imported into the province for the years 1857 and 1858.

6^o. A comparative statement of light duty collected during the years 1857 and 1858.

(See appendix, No. 15.)

Public accounts com. *Ordered*, That the returns be referred to the committee on public accounts.

Receiver general's account The honorable the financial secretary, by command of his excellency the governor, presented to the house :

1^o. The account current of the honorable the receiver general with the province of Nova Scotia for the year 1858.

(See appendix, No. 16.)

Financial secretary's statement 2^o. A general statement of the amounts certified by the honorable the financial secretary for payment from the provincial treasury on account of the different public services of the province for the year 1858.

(See appendix No 17.)

Public accounts com. *Ordered*, That the account and statement be referred to the committee on public accounts.

Proposed tariff The honorable the financial secretary, by command of his excellency the governor, also presented to the house a comparative statement of the duties collected on certain articles therein mentioned in the year 1857, and the estimated proceeds, in currency, of the duties proposed to be levied on the same articles in the present year ; and the same was read by the clerk.

(See appendix, No. 18.)

Trade committee *Ordered*, That the statement be referred to the committee on trade and manufactures.

Estimate The honorable the financial secretary, by command of his excellency the governor, presented to the house an estimate of the expense of the civil government of the province for the year 1858 ; and the same was read by the clerk.

(See appendix, No. 19.)

Ordered, That the estimate do lie on the table.

- On motion of the hon. the financial secretary :
Resolved, That a supply be granted to her majesty. Committee on supply opened
- Ordered*, That the estimate of the expenses of the civil government of the province be referred to the committee of supply. Estimate referred
- Ordered*, That the house do on Wednesday the twenty-third instant, resolve itself into a committee to consider of the supply granted to her majesty. Order of day for supply
- The honorable the attorney general, by command of his excellency the governor, presented to the house copies of correspondence relating to the dismissal of the hon. Mr. McCully, from the office of judge of the court of probate at Halifax; and the same was read by the clerk. Correspondence as to dismissal of hon. J. McCully
- Ordered*, That the correspondence do lie on the table.
- The bill in addition to the act to regulate the mines of this province, was read a second time, and Bills read 2d time, viz. Mines regulations, and
- The bill to amend chapter 27 of the revised statutes "of the coal mines" was also *nem. con.* read a second time. Coal mines
- Ordered*, That the bills be referred to the committee on crown property, to examine and report thereon with amendments or otherwise. Referred to crown property committee
- Then the house adjourned until to-morrow, at three of the clock.

 SATURDAY, 19th FEBRUARY, 1859.

PRAYERS.

- A petition of John T. Wiley, of Boston, in the United States of America, a British subject, was presented by the honorable the financial secretary and read, praying for an act of the legislature to enable him to change his name. Petition of J. T. Wiley
- Ordered*, That the petition do lie on the table, and that the honorable the financial secretary have leave to bring in a bill in accordance with the prayer thereof. Leave for bill
- And thereupon,
 The honorable the financial secretary, pursuant to such leave, presented to the house a bill to allow George Thomas Wiley to assume the name of George Thomas Wyleigh; and the same was read a first, and ordered to be read second time. Bill presented
- A petition of the inhabitants of Whitehaven, Molasses Harbor and Tor Bay, was presented by the honorable the financial secretary and read, praying for a grant of thirty pounds to complete the canal between Whitehaven and Molasses Harbor. Petition of Whitehaven canal
- Ordered*, That the petition be referred to the committee on navigation securities. Navigation securities committee
- A petition of Donald Gunn, was presented by the honorable the financial secretary and read, praying for remuneration for extra mail service between the upper settlement and the cross roads of Country Harbor. Petition of D. Gunn
- Ordered*, That the petition be referred to the committee on the post office. Post office committee
- A petition of Hannah Piles, of Manchester, in the county of Guysborough, widow, was presented by the honorable the financial secretary and read, praying for payment for erecting a fence between her property and the public highway, having previously received remuneration for the land taken for such highway, but no allowance having been made for fencing. Petition of H. Piles
- Ordered*, That the petition be referred to the committee on road damages. Road damage com.
- A petition of Edward Carrit, of Guysborough, surgeon, was presented by the honorable

honorable the financial secretary and read, praying for payment for professional assistance to a pauper lunatic.

Relief committee

Ordered, That the petition be referred to the relief committee.

Petitions for division of Halifax county

Two petitions of inhabitants of eastern districts of the county of Halifax, were presented by the honorable the financial secretary and read, praying for a division of that county.

Ordered, That the petition do lie on the table.

Petition for polling district, St. Mary's

A petition of the general sessions of the peace, for the district of Saint Mary's, was presented by the honorable the financial secretary and read, praying for the establishment of an additional polling district at Goshen, St. Mary's.

Leave for bill

Ordered, That the petition do lie on the table, and that the hon. the financial secretary have leave to bring in a bill in accordance with the prayer thereof.

Petition of inhabitants of Earlton

A petition of inhabitants of electoral district number seven, in the county of Colchester, was presented by the hon. the financial secretary and read, praying that such district may be included in the southern instead of the northern division of such county.

Ordered, That the petition do lie on the table.

Education amendment bill

Mr. Shaw, pursuant to leave given, presented to the house a bill further to amend chapter 60 of the revised statutes, "Of public instruction"; and the same was read a first, and ordered to be read a second time.

Petition for way office New Gairloch

A petition of inhabitants of New Gairloch, in Pictou county, was presented by Mr. Wilkins and read, praying for the establishment of a way office.

Post office committee

Ordered, That the petition be referred to the committee on the post office.

Petition of A. Graves

A petition of Albert Graves, of Liverpool, mail courier, was presented by Mr. White and read, praying compensation for extra services.

Post office committee

Ordered, That the petition be referred to the committee on the post office.

Petition for polling place, Shelburne

A petition of inhabitants of the west side of Shelburne harbor, was presented by Mr. White and read, praying for the establishment of an additional polling district in that county.

Leave for bill

Ordered, That the petition do lie on the table, and that Mr. White have leave to bring in a bill in accordance with the prayer thereof.

Petition respecting Shelburne jail

A petition of the commissioners for erecting a new jail at Shelburne, was presented by Mr. White and read, praying legislation to enable them to sell the old court house and jail, with the lands thereto belonging.

Leave for bill

Ordered, That the petition do lie on the table, and that Mr. White have leave to bring in a bill in accordance with the prayer thereof;

Bill presented

And thereupon, Mr. White pursuant to such leave, presented to the house a bill to authorise the sale of the court house and jail at Shelburne; and the same was read a first, and ordered to be read a second time.

Petition of overseers, Clare

A petition of overseers of the poor, for the township of Clare, was presented by Mr. Robecheau and read, praying reimbursement of expenses incurred in maintaining sick indians.

Indian committee

Ordered, That the petition be referred to the committee on Indian affairs.

Petition of T. Brooks

A petition of Timothy Brooks, seizing officer, on the Bay Shore, in Granville, was presented by Mr. Ruggles and read, praying for an increase of salary.

Trade committee

Ordered, That the petition be referred to the committee on trade and manufactures.

Petition for aid to slip at Victoria Beach

A petition of inhabitants of Lower Granville, in Annapolis county, was presented by Mr.

Mr. Ruggles and read, praying a grant to aid them in erecting a slip or landing at Victoria Beach.

Ordered, That the petition be referred to the committee on navigation securities.

Navigation securities committee

A petition of the colored inhabitants of Bridgetown, in the county of Annapolis, was presented by Mr. Ruggles and read, praying a grant to aid them in erecting a school house.

Petition for aid to colored school, Bridgetown

Ordered, That the petition be referred to the committee on education.

Education committee

A petition of inhabitants of Westport, in Digby county, was presented by Mr. Wade and read, praying the house to take measures for the protection of the cod fishery against the destructive practice of trawl-fishing.

Petition for legislation as to cod fishery

Ordered, That the petition be referred to the committee on the fisheries.

Fishery committee

A petition of Messrs. King and brothers, mail contractors, was presented by Mr. Wade and read, praying the making of an arrangement with them for conveying the mails from Windsor to Annapolis for a term of years.

Petition of King and brothers

Ordered, That the petition be referred to the committee on the post office.

Post office committee

A petition of Samuel Morehouse, formerly courier between Digby and Westport, was presented by Mr. Wade and read, praying reimbursement of expense incurred by him during several years in crossing the ferry at Petite passage.

Petition of S. Morehouse

Ordered, That the petition be referred to the committee on the post office.

Post office committee

A petition of inhabitants of township of Hillsburgh, was presented by Mr. Wade and read, praying for the construction of a draw-bridge across Bear River.

Petition for erection of Bear River bridge

Ordered, That the petition do lie on the table.

A petition of inhabitants of the counties of Annapolis and Digby, was presented by Mr. Wade and read, praying a grant for the building of horse boat for the ferry at Bear River.

Petition for horse boat at Bear River

Ordered, That the petition be referred to the committee on navigation securities.

Navigation securities committee

A petition of Thomas Ward, of Halifax, was presented by Mr. Wier and read, praying compensation for the loss of his house and outhouses by fire occasioned by sparks from one of the railway engines.

Petition Thomas Ward

Ordered, That the petition be referred to Mr. Bent, Mr. McDonald, and Mr. Locke, to examine and report thereon.

Select committee

A petition of E. P. Archbold, overseer of the poor for the township of Sydney, was presented by Mr. McKeagney and read, praying reimbursement of the expense of maintaining a transient pauper.

Report of E. P. Archbold, overseer, Sydney

Ordered, That the petition be referred to the relief committee.

Relief committee

A petition of George Hill, of Mire, in the county of Cape Breton, was presented by Mr. McKeagney and read, praying a bounty for the erection of an oat mill.

Petition for oat mill at Mire, C. B.

Ordered, That the petition be referred to the committee on agriculture.

Agriculture committee

A petition of Roderick McCuish and others, of Mire, in the county of Cape Breton, was presented by Mr. McKeagney and read, praying reimbursement of several small sums of money lost by them in course of transmission through the post office.

Pet of R. McCuish and others

Ordered, That the petition be referred to the committee on the post office.

Post office committee

The honorable the provincial secretary, by command of his excellency the governor, presented to the house a memorial to his excellency from the inhabitants of the town of Sydney, Cape Breton, and its vicinity, complaining of inadequate and irregular postal communication, and suggesting several improvements in the conveyance of the eastern mail.

Memorial from Sydney, C. B., at to post office

Ordered, That the petition be referred to the committee on the post office.

Post office committee

- Petition of R. Martin
Post office committee
A petition of Robert Martin, postmaster at Sydney, Cape Breton, was presented by Mr. McKeagney and read, praying for an increase of salary.
Ordered, That the petition be referred to the committee on the post office
- Petition of C. H. Harrington
Crown property com.
A petition of Clement H. Harrington, of Sydney, Cape Breton, was presented by Mr. McKeagney and read, praying a return of certain moneys paid by him into the crown land office.
Ordered, That the petition be referred to the committee on crown property.
- Petition of Dr. Lewis Johnston
Relief committee
A petition of Dr. Lewis Johnston, of Sydney, Cape Breton, was presented by Mr. McKeagney and read, praying compensation for holding a *post mortem* examination on the body of a foreign seaman, supposed to have come to his death by violence.
Ordered, That the petition be referred to the relief committee.
- Petition D. N. McQueen
Relief committee
A petition of D. N. McQueen, esquire, of Sydney, Cape Breton, was presented by Mr. McKeagney and read, praying reimbursement of expenses incurred by him in relieving the necessities of two seamen belonging to the ship "Peerless," wrecked on Flint Island.
Ordered, That the petition be referred to the relief committee.
- Petition for polling place at Cow Bay, C.B.
Leave for bill
A petition of the inhabitants of Cow Bay, in the county of Cape Breton, was presented by Mr. McKeagney and read, praying for the establishment of an additional polling place in that district.
Ordered, That the petition do lie on the table, and that Mr. McKeagney have leave to bring in a bill in accordance with the prayer thereof.
- Petition of J. McLeod
A petition of John McLeod, of Saint Peter's, late contractor for excavating Saint Peter's canal, was presented by Mr. McKeagney and read, praying compensation for losses sustained by him from the inadequate price at which he contracted to perform such service.
Ordered, That the petition do lie on the table.
- Petition for polling place, Inverness
Leave for bill
A petition of inhabitants of the county of Inverness, was presented by Mr. Smyth and read, praying for the establishment of an additional polling place in that county.
Ordered, That the petition do lie on the table, and that Mr. Smyth have leave to bring in a bill in accordance with the prayer thereof.
- Bill presented
Mr. Smyth, pursuant to such leave, presented to the house a bill to establish an additional polling district in the county of Inverness; and the same was read a first, and ordered to be read a second time.
- Petition respecting Bras d'Or steamer
Navigation securities committee
A petition of inhabitants of the county of Inverness, was presented by Mr. Smyth and read, praying that provision may be made for the continuance of the public accommodation afforded by the running of a steam packet between Sydney and Whycomoh.
Ordered, That the petition be referred to the committee on navigation securities.
- Petition of an aged teacher
Education committee
A petition of John Cameron, an aged teacher, of River Inhabitants, in the county of Inverness, was presented by Mr. Smyth and read, praying an allowance in consideration of long and useful services.
Ordered, That the petition be referred to the committee on education.
- Petition of J. F. Morse
Education committee
A petition of John F. Morse and others, of Montagan, in Digby county, was presented by Mr. Annand and read, praying redress for alleged oppressive conduct on the part of the commissioners of schools for that county.
Ordered, That the petition be referred to the committee on education.
- Petition for aid to Spencer's point wharf
A petition of inhabitants of the township of Londonderry, was presented by Mr. McLelan

McLellan and read, praying for aid in the erection of a public wharf at Spencer's point in that township.

Navigation securities committee

Ordered, That the petition be referred to the committee on navigation securities.

Three petitions from inhabitants of the township Barrington, were presented by Mr. Robertson and read, praying the passing of an act to legalise the division of that township into four poor districts by order of the court of sessions.

Petition as to poor districts, Barrington

Ordered, That the petition do lie on the table and that Mr. Robertson have leave to bring in a bill in accordance with the prayer thereof.

Leave for bill

The honorable the provincial secretary, by command of his excellency his governor, presented to the house a return of officers connected with the provincial railway in 1858, with their names, the dates of their appointment and salaries—and the same was read by the clerk.

List of railway officials

(See appendix No. 21.)

Ordered, That the return do lie on the table.

The honorable the attorney general, pursuant to leave given, presented the house the following bills :

Crown lands bills, viz

A bill concerning Indian reserves.

Indian reserves

A bill concerning trespasses to crown property.

Trespasses to crown lands

A bill relating to county and township lines and boundaries, and

County and township lines

A bill relating to fees to be taken in the crown land office.

Fees at land office

And such bills were severally read a first, and *nem. con.* a second time.

Read twice
and
Referred to crown property committee

Ordered, That the bills be referred to the committee on crown property, to examine and report thereon respectively, with amendments or otherwise.

Order to report railway committee

Ordered, That it be referred to the committee appointed to select lists of standing committees to report a list of members of a committee to examine and report upon petitions and claims for railway damages, extra services, and other matters connected with the provincial railway.

And thereupon,

The honorable the attorney general reported from such committee, a list of members to serve on the committee, on the matters connected with the railway, as follows, viz :

Selecting committee report committee on railways

Honorable Mr. Howe,
" " Young,

Mr. Henry,
Hon. Attorney General,

Mr. Archibald,
" Tobin,

" Locke.

Ordered, That such list be agreed to, and the members named therein do constitute a committee to examine and report upon matters connected with the provincial railway.

List agreed to

Then the house adjourned until Monday next, at three of the clock.

MONDAY, 21st FEBRUARY, 1859.

PRAYERS.

A petition of merchants, and other inhabitants of Digby, was presented by Mr. Wade and read, praying for an alteration in the mode of payment of duties on British goods imported from New Brunswick.

Petition from Digby, as to payment of impost duties

Ordered, That the petition be referred to the committee on trade and manufactures.

Trade committee

- Argyle district bill
Mr. Ryder, pursuant to leave given presented to the house a bill to amend the act to constitute Argyle in the County of Yarmouth, a separate district ; and the same was read a first and ordered to be read a second time.
- Petition of Mr. C. Annand
A petition of Constantia Annand, widow of the late collector of customs at Digly, was presented by Mr. Wade and read, praying for one quarter's salary due to her deceased husband.
Ordered, That the petition do lie on the table.
- Petition clearing out Bear River
Navigation securities committee
A petition of the inhabitants of the county of Digby, was presented by Mr. Wade and read, praying for aid in clearing out the east branch of Bear River.
Ordered, That the petition be referred to the committee on navigation securities.
- Petition of Rev. J. Christy
A petition of the Revd. James Christy, of Wallace, was presented by Mr. McFarlane and read, praying for reimbursement of a sum of money lost by him in course of transmission through the post office.
Post office committee
Ordered, That the petition be referred to the committee on the post office.
- Petitions for prohibitory law
Two petitions of the inhabitants of the county of Yarmouth, were presented by Mr. Moses and read, praying that the question of a prohibitory liquor law may be submitted to a ballot vote of the people at the next general election.
Ordered, That the petitions do lie on the table.
- Pugwash church bill
Mr. McFarlane, pursuant to leave given, presented to the house a bill to incorporate the trustees of St. Matthew's church Pugwash, and the same was read a first and ordered to be read a second time.
- Petition of T. Horne
A petition of Thomas Horne, of Shubenacadie, was presented by Mr. Parker and read, praying to be compensated for services as a deputy fish warden on the Shubenacadie river.
Referred to committee on petition of inland navigation company
Ordered, That the petition be referred to the committee on the petition of the inland navigation company.
- Petition of B. Johnson
A petition of B. Johnston, of Mill's Village, in Queen's county was presented by Mr. Davidson and read, praying to be reimbursed a part of the expense of clearing out the Medway river.
Navigation securities committee
Ordered, That the petition be referred to the committee on navigation securities.
- Petition of T. Carmichael
Education committee
A petition of Thomas Carmichael, an aged teacher, was presented by Mr McDonald and read, praying for a grant of land.
Ordered, That the petition be referred to the committee on education.
- Petition of overseers, Horton
A petition of the overseers of the poor, for the township of Horton, was presented by Mr. Brown and read, praying to be reimbursed the expense of maintaining transient paupers.
Referred to relief committee
Ordered That the petition be referred to the relief committee.
- Petition of Cornwallis Presbyterian church
A petition of members of the Presbyterian church in Cornwallis, was presented by Mr. Bill and read, praying for the passing of an act to enable them to divide the profits of certain real estate belonging to the congregation.
Leave for bill
Ordered, That the petition do lie on the table, and that Mr. Bill have leave to bring in a bill in accordance with the prayer thereof.
- Presbyterian church bill
And thereupon,
Mr. Bill, pursuant to leave given, presented to the house a bill to facilitate the division and management of property by certain Presbyterian churches and congregations in Cornwallis, and the same was read a first, and ordered to be read a second time.

A petition of George McGregor and others, of Lower Horton, in Kings's county, was presented by Mr. Brown and read, praying for an act to incorporate them as proprietors of a masonic hall. Pet. of G. McGregor

Ordered, That the petition do lie on the table, and that Mr. Brown have leave to bring in a bill in accordance with the prayer thereof. Leave for bill

And thereupon,

Mr. Brown pursuant to leave given, presented to the house a bill to incorporate the mason hall company in Lower Horton; and the same was read a first, and ordered to be read a second time. Mason hall company incorporation bill

A petition of inhabitants of Isle Madame in the county of Richmond, was presented by Mr. Martell and read, praying a grant of money to aid them in building a draw bridge at Petit de Grat. Petition for bridge at Petit de Grat

Ordered, That the petition be referred to the committee on navigation securities. Navigation securities committee

The honorable the provincial secretary, by command of his excellency the governor, presented to the house the report of the inspector of mines for the year 1858, together with a statement of coals sold from the mines in Nova Scotia and Cape Breton, worked by the general mining association, from the years 1827 to 1857, both inclusive, accompanied by plans and documents referred to in the report. Inspector of mines report and statements

For report, statement and list of plans and documents—

(See appendix No. 22)

Ordered, That the papers be referred to the committee on crown property. Crown property com.

A petition of the directors of the deaf and dumb institution in Halifax, was presented by Mr. Esson and read, praying an increased grant to that institution. Petition for grant to deaf and dumb school

Ordered, That the petition be referred to the committee on humane institutions. Humane institutions committee

A petition of John S. Archibald, of the city of Halifax, baker, was presented by Mr. Esson and read, praying compensation for damage and expenses incurred by him, in aiding the constituted authorities to apprehend and commit to prison rioters on the railway. Petition of J. S. Archibald

Ordered, That the petition be referred to the committee on railway damages. Railway committee

A petition of the Halifax cricket club, was presented by Mr. Esson and read, praying for an act of incorporation. Petition of Halifax cricket club

Ordered, That the petition do lie on the table, and that Mr. Esson have leave to bring in a bill in accordance with the prayer thereof. Leave for bill

And thereupon,

Mr. Esson, pursuant to leave given, presented to the house a bill to incorporate the Halifax cricket club, and the same was read a first, and ordered to be read a second time. Cricket club incorporation bill

A petition of the inhabitants of the old Truro road, in the county of Halifax, was presented by Mr. Esson and read, praying for the establishment of an additional polling place in that district. Petition to change polling place, Halifax county

Ordered, That the petition do lie on the table, and that Mr. Esson have leave to bring in a bill in accordance with the prayer thereof. Leave for bill

Mr. Esson, pursuant to leave previously given, presented to the house a bill to change a polling place, and alter the boundaries of an electoral district in the county of Halifax; and the same was read a first, and ordered to be read a second time. Halifax polling place bill

A petition of John T. H. Slayter, M. D., health officer for the port of Halifax, was presented by Mr. Esson and read, praying compensation for services rendered in that capacity.

Ordered, That the petition be referred to the relief committee. Relief committee

- Petition for registry of deeds at Musquodoboit A petition of the inhabitants of the Eastern district of the county of Halifax, was presented by Mr. Esson and read, praying for the establishment of a registry of deeds in Musquodoboit.
Ordered, That the petition do lie on the table.
- Petition for polling place, Victoria county Two petitions of the inhabitants of Cape North, in the county of Victoria, were presented by the honorable C. J. Campbell and read, praying for the establishment of an additional polling place in that district.
- Leave for bill *Ordered*, That the petitions do lie on the table, and that the honorable C. J. Campbell have leave to bring in a bill in accordance with the prayer thereof.
- Petition of Miemac Indians for elective franchise A petition of Miemac Indians residing at Whagamacook, in the county of Victoria, was presented by the honorable C. J. Campbell and read, praying to be allowed to exercise the elective franchise.
- Indiau committee *Ordered*, That the petition be referred to the committee on indian affairs.
- Cape Breton titles bill The honorable C. J. Campbell, pursuant to leave given, presented to the house a bill to facilitate the perfecting of titles in the island of Cape Breton, and the same was read a first and ordered to be read a second time.
- Petition of overseers, Wilmot A petition of the overseers of the poor of the township of Wilmot, was presented by the honorable the attorney general and read, praying for reimbursement of expense of maintaining a transient pauper.
- Relief committee *Ordered*, That the petition be referred to the relief committee.
- Petition for mail route, Wilmot A petition of the freeholders of Melvern square and vicinity, was presented by the honorable the attorney general and read, praying for the establishment of an additional mail route.
- Post office committee *Ordered*, That the petition be referred to the committee on the post office.
- Richmond polling place bill Mr. Fuller, pursuant to leave given, presented to the house a bill to alter the limits of certain electoral districts in the county of Richmond; and the same was read a first, and ordered to be read a second time
- Petition of Grand division Sons of Temperance for prohibitory law A petition of the grand division of the sons of temperance of the province of Nova Scotia, was presented by Mr. Morrison and read, praying that the question of a prohibitory law may be submitted to a ballot vote of the people at the next general election.
- Leave for bill *Ordered*. That the petition do lie on the table, and that Mr. Morrison have leave to bring in a bill in accordance with the prayer thereof.
- Petition of Grand division as to sale of liquors at election A petition of the grand division of the sons of temperance was also presented by Mr. Morrison and read, praying legislation to prevent the traffic in intoxicating liquors, during and immediately preceding the next general election.
- Leave for bill *Ordered*, That the petition do lie on the table, and that Mr. Morrison have leave to bring in a bill in accordance with the prayer thereof.
- Petition from Pubnico for duty on foreign fish imported A petition of Simon D'Entremont, of Pubnico, in the county of Yarmouth, was presented by Mr. Ryder and read, praying the imposition of a duty upon salted fish imported from the French Islands in the Gulf of St. Lawrence.
- Ordered*, That the petition do lie on the table.
- Registration of voters bill Mr. Archibald, pursuant to leave given, presented to the house a bill to provide for the registration of certain electors of members to serve in general assembly; and the same was read a first, and ordered to be read a second time.
- Equalization of franchise bill The honorable the attorney general, pursuant to leave given, presented to the house a bill for the better equalizing the elective franchise in certain cases; and the same was read a first, and ordered to be read a second time.

The honorable the provincial secretary, by command of his excellency the governor, presented to the house copies of correspondence with the colonial ^{authorities}, respecting the order of precedence between certain officers of her majesty and of the legislature of this province; and the same was read by the clerk.

Despatches &c. as to precedence

(See appendix, No. 23.)

Ordered, That the papers do lie on the table.

Then the house adjourned until to-morrow, at three of the clock.

TUESDAY, 22nd FEBRUARY, 1859.

PRAYERS

A petition of inhabitants of McNair's Cove, in the county of Guysborough, was presented by the hon. the financial secretary and read, praying that the village at that locality may receive the name of Port Mulgrave.

Petition to name village of Port Mulgrave

Ordered, That the petition do lie on the table, and that the hon. the financial secretary have leave to bring in a bill in accordance with the prayer thereof.

Leave for bill

A petition of inhabitants of the county of Digby, was presented by Mr Wade and read, praying a grant in aid of the breakwater at Griffin's Cove, in that county.

Petition for aid to Griffin's wharf pier

Ordered, That the petition be referred to the committee on navigation securities.

Navigation securities committee

Mr. Wade, pursuant to leave given, presented to the house the following bills, viz:

Incorporation bills presented

A bill to incorporate the Digby sea wall company;

Bills presented Digby sea wall company

A bill to incorporate the Digby upper wharf company;

Digby upper wharf company

A bill to incorporate the Digby fishing company;

Digby fishing company

And such bills were severally read a first, and ordered to be read a second time.

A petition of inhabitants of the county of Digby, was presented by Mr. Wade and read, praying legislation to confer on parties engaged as artizans in shipbuilding a lien for their wages on ships upon which their labor has been expended.

Petition to confer a lien on ships for artizan's wages

Ordered, That the petition be referred to the committee on trade and manufactures.

Trade committee

A petition of inhabitants of the county of Digby, was presented by Mr. Wade and read, praying aid in clearing out the west branch of Bear River.

Petition to clear out west branch Bear River

Ordered, That the petition be referred to the committee on navigation securities.

Navigation securities committee

A petition of inhabitants of Saint Mary's Bay, in the county of Digby, was presented by Mr Wade and read, praying for the erection of a light house at Cape Saint Mary.

Petition for light house Cape St. Mary

Ordered, That the petition be referred to the committee on navigation securities.

Navigation securities committee

A petition of inhabitants of the town of Digby, was presented by Mr. Wade and read, praying a grant to Edward Leonard, for his services in keeping a signal staff at that port for steamers entering the harbor

Petition for grant to E. Leonard

Ordered, That the petition be referred to the committee on navigation securities.

Navigation securities committee

A petition of D. S. Kinney, of Weymouth, in the county of Digby, was presented by Mr. Wade and read, praying a grant to his son, in consideration of his having been incapacitated from labor by injuries suffered from shipwreck, under the circumstances mentioned in his petition.

Petition of D. S. Kinney

Ordered, That the petition be referred to the relief committee.

Relief committee

- Petition against trawl fishing
Fishery committee
A petition of inhabitants of Westport, in Brier Island, was presented by Mr. Wade and read, praying that measures may be adopted to prevent the injurious practice of trawl fishing.
Ordered, That the petition be referred to the committee on the fisheries.
- Petition of A. M. Uniacke and others
Crown land committee
A petition of Andrew M. Uniacke and others, was presented by Mr. Esson and read, complaining of deficiency of measurement in a grant of land, and praying compensation.
Ordered, That the petition be referred to the committee on crown property.
- Petition of P. Donaldson
Railway committee
A petition of Peter Donaldson, of Birch Cove, in the county of Halifax, was presented by the honorable Mr. Young and read, complaining of inadequate compensation awarded to him for damage to his property by the railway, and praying relief.
Ordered, That the petition be referred to the committee on the railway.
- Petition for aid in draining bog
A petition of the inhabitants of Plymouth, in the county of Yarmouth, was presented by Mr. Ryder and read, praying aid in draining and improving an extensive bog.
Ordered, That the petition do lie on the table.
- Petition for road at Eel brook
A petition of inhabitants Eel brook, in the county of Yarmouth, was presented by Mr. Ryder and read, praying aid in improving the highway in that district.
Ordered, That the petition do lie on the table.
- Petition to make Bridgetown a port of entry
Trade committee
A petition of inhabitants of Bridgetown, in Annapolis county, was presented by Mr. Ruggles and read, praying that that port may be made a port of entry and clearance.
Ordered, That the petition be referred to the committee on trade and manufactures.
- Petition of R. Stoddard
Militia arms committee
A petition of Robert Stoddard, of the county of Annapolis, was presented by Mr. Ruggles and read, praying compensation for cleaning militia arms.
Ordered, That the petition be referred to the committee on the petition of Thomas Downes.
- Petition of overseers, Granville
Relief committee
A petition of overseers of the poor for the eastern section of the township of Granville, was presented by Mr. Ruggles and read, praying reimbursement of the expense of relieving a transient pauper.
Ordered, That the petition be referred to the relief committee.
- Petition of Magee Brothers
Trade committee
A petition of Magee brothers, manufacturers, of the township of Granville, was presented by Mr. Ruggles and read, praying a return of duties on machinery imported by them.
Ordered, That the petition be referred to the committee on trade and manufactures.
- Petition as to import duties
Trade committee
Two petitions of inhabitants of Bridgetown and Annapolis, were presented by Mr. Ruggles and read, praying an alteration in the mode of collecting duties on goods imported from New Brunswick.
Ordered, That the petition be referred to the committee on trade and manufactures.
- Petition of D. Johnston
Railway committee
A petition of David Johnston, railway contractor, was presented by Mr. Ruggles and read, praying payment for extra work performed on the railway.
Ordered, That the petition be referred to the committee on the railway.
- Petition of commissioners of Cornwallis bridge
Motion to refer
A petition of the commissioners for repairing and altering Cornwallis bridge, was presented by Mr. Brown and read, praying that means be afforded them to procure the sum expended on the work, and not yet provided for, on the credit of the province, payable out of the road grant for that county.
And thereupon, Mr. Brown moved that such petition be referred to a select committee to examine and report thereon.
- Carried on division
Which, being seconded, and the house dividing thereon, there appeared for the motion twenty-seven; against it, seventeen.
So it passed in the affirmative.

Ordered,

- Ordered*, That Mr. Killam, the hon. Mr. Young, Mr. Wier, Mr. Archibald, and Mr. Munro, be a committee for such purpose. Select committee
- A petition of Joseph R. Hea, esquire, of Lower Horton, was presented by Mr. Brown and read, praying a grant in aid of his academy at that place. Petition of J. R. Hea
- Ordered*, That the petition be referred to the committee on education. Education committee
- A petition of Chambers Blair & Co., of Truro, was presented by Mr. Archibald and read, praying a drawback of duties on articles imported, and subsequently exported. Petition of Chambers, Blair & Co
- Ordered*, That the petition be referred to the committee on trade and manufactures. Trade committee
- A petition of the postmaster at Lower Stewiacke, was presented by Mr. Archibald and read, praying compensation for extra services. Petition of postmaster, Stewiacke
- Ordered*, That the petition be referred to the committee on the post office. Post office committee
- A petition of Chambers and Blanchard, of Truro, was presented by Mr. Archibald and read, praying a return of duties over paid on goods imported. Petition of Chambers and Blanchard
- Ordered*, That the petition be referred to the committee on trade and manufactures. Trade committee
- A petition of inhabitants of Truro, was presented by Mr. Archibald and read, praying aid in purchasing the land for a new street, in connection with the railway depot at Truro. Petition for opening street in Truro
- Ordered*, That the petition do lie on the table.
- A petition of the ladies, managers of the infant school at Halifax, was presented by Mr. Wier and read, praying a continuance of the grant in aid of that institution. Petition for grant to infant school
- Ordered*, That the petition be referred to the committee on education. Education committee
- A petition of fishermen, residing at Gabarus, in the county of Cape Breton, was presented by Mr. Caldwell and read, praying to be allowed the use of certain lands occupied by them for fishing purposes, and that such lands may not be granted to other parties. Petition of fishermen at Gabarus
- Ordered*, That the petition be referred to the committee on crown property. Crown property com.
- A petition of Charles McAlpin, of Louisburg, was presented by Mr. Caldwell and read, praying reimbursement of expense incurred in connexion with a coroners inquest on the body of a deceased seaman. Petition of C. McAlpin
- Ordered*, That the petition do lie on the table.
- Four petitions of inhabitants of Cape Breton county, were presented by Mr. Caldwell and read, praying for the appointment of supervisors of labor on the highways. Petition for supervisors of roads
- Ordered*, That the petitions do lie on the table.
- Three petitions from inhabitants of the county of Colchester, were presented by Mr. Parker and read, praying the house not to pass any bill to alter the present distribution of the representation in general assembly. Petitions against representation bill
- Ordered*, That the petitions do lie on the table.
- A petition of Simon Lavache and others, was presented by Mr. McDonald and read, praying a reward to the crew of the barque Major Norton, for their exertions in saving the lives of thirteen of the crew of the ship Petrel, in circumstances of extreme peril from shipwreck. Petition of Simon Lavache
- Ordered*, That the petition do lie on the table.
- A petition of Donald Cameron, railway contractor, was presented by Mr. B. Smith and read, praying payment for an alleged balance due him on his contract, and for extra work. Petition of D. Cameron
- Ordered*, That the petition be referred to the committee on the railway. Railway committee

- Petition for roads on
Bouvardrie Island
- A petition of inhabitants of the south side of Bouvardrie island, in Cape Breton, was presented by Mr. Munro and read, praying for an increased expenditure of road moneys in that district.
Ordered, That the petition do lie on the table.
- Petition for prohibitory
law
- A petition of inhabitants of the township of Economy, was presented by Mr. Morrison and read, praying for the passing of a prohibitory liquor law.
Ordered, That the petition do lie on the table.
- Petition of Dr. Oulton
- A petition of Doctor C. R. Oulton, of Chester, was presented by Mr. Gilderd and read, praying compensation for medical services to a sick Indian.
Ordered, That the petition be referred to the committee on Indian affairs.
- Referred to Indian
committee
- Petition of D. Gerroir
- A petition of Dominique Gerroir, master of the barque Major Norton, was presented by Mr. Fuller and read, praying compensation to the crew of that vessel for their gallant exertions in rescuing the crew of the schooner Dart.
Ordered, That the petition do lie on the table.
- Petition of H. Conlon
- A petition of Henry Conlon, mail courier at Walton, in Hants county, was presented by Mr Chambers and read, praying compensation for extra services.
Ordered, That the petition be referred to the committee on the post office.
- Post office committee
- Petition for way office
- A petition of inhabitants of Eastville, in Colchester county, was presented by Mr. McLelan and read, praying for the establishment of a way-office.
Ordered, That the petition be referred to the committee on the post office.
- Post office committee
- Petition against
representation bill
- A petition of inhabitants of the county of Hants, was presented by Mr. Parker and read, praying the house not to pass any act to alter the representation in general assembly.
Ordered, That the petition do lie on the table.
- Petition of B. Chapman
- A petition on Benjamin Chapman of Fort Lawrence, in Cumberland, was presented by the honorable provincial secretary and read, praying compensation for cleaning militia arms.
Ordered, That the petition be referred to the committee on the petition of Thomas Downes.
- Militia arms com.
- Petition of overseers,
Cornwallis
- A petition of the overseers of the poor for the township of Cornwallis, was presented by Mr. Chipman and read, praying reimbursement of expense incurred in respect of a transient pauper.
Ordered That the petition be referred to the relief committee.
- Relief committee]
- Petition of overseers,
Cornwallis
- A petition of the overseers of the poor for the township of Cornwallis, was also presented by Mr. Chipman and read, praying reimbursement of expense of maintaining an insane Micmac indian.
Ordered, That the petition be referred to the committee on Indian affairs.
- Indian committee
- Cornwallis church bill
read 2d time
- The bill to facilitate the division and management of property by certain Presbyterian churches and congregations in Cornwallis; was read a second time.
Ordered, That the bill be referred to the committee on private bills.
- Private bills committee
- Report as to accident
on railway
- The honorable the provincial secretary, by command of his excellency the governor, presented to the house a report of the superintendent of the working department of the railway upon the cause and consequences of the accident on the railway, on Thursday, the 13th day of January last; and the same was read by the clerk.
Ordered, That the report do lie on the table.
- Papers as to dismissal
of R. McLean
- The hon. the provincial secretary, by the like command, also presented to the house
- copies

copies of correspondence and documents relating to a charge made against Roderick McLean, esquire, late sheriff of the county of Cumberland, of improper conduct in his office as sheriff; and the same was read by the clerk.

Ordered, That the papers do lie on the table.

Ordered, That the house do on Tuesday the 1st day of March, proceed to the consideration of the bill for the better equalizing the elective franchise in certain cases, upon the second reading thereof.

Order of day
Franchise bill

Mr Ruggles, pursuant to leave given, presented to the house a bill to add a polling place in the county of Annapolis; and the same was read a first, and ordered to be read a second time.

Annapolis polling place
bill

A petition of inhabitants of Shelburne, was presented by Mr. White and read, praying legislation to alter the times of holding the general sessions and the supreme court in such county.

Petition as to sessions
and supreme court,
Shelburne

Ordered, That the petition do lie on the table, and that Mr. White have leave to bring in a bill or bills in accordance with the prayer thereof.

Leave for bills

And thereupon,

Mr. White, pursuant to leave given, presented to the house a bill further to amend chapter 126 of the revised statutes, "of the supreme court and its officers," and

Shelburne supreme
court
and
sessions, bills

A bill to alter the time of holding the sessions for the district of Shelburne;

And the same were read a first, and ordered to be read a second time.

The hon. Mr. Young, pursuant to leave given, presented to the house a bill to alter and amend the act to incorporate the trustees of Saint Mathew's church in Halifax; and the same was read a first, and ordered to be read a second time.

St. Matthew's church
bill

Mr. McFarlane, pursuant to leave given, presented to the house a bill to legalize the proceedings of the sessions for the county of Cumberland, in reference to assessments; and the same was read a first, and ordered to be read a second time.

Cumberland
assessments bill

A petition of the Halifax cricket club, was presented by Mr. Esson and read, praying legislation to enable the city council to grant them permission to erect a gymnasium on a part of the common of Halifax.

Petition of Halifax
cricket club

Ordered, That the petition do lie on the table, and that Mr. Esson have leave to bring in a bill in accordance with the prayer thereof.

Leave for bill

And thereupon,

Mr. Esson, pursuant to leave given, presented to the house a bill to amend the act concerning the city of Halifax; and the same was read a first, and ordered to be read a second time.

Bill presented

Mr. Gilderd, pursuant to leave given, presented to the house a bill to add a polling district, and alter certain electoral districts, in the county of Lunenburg; and the same was read a first, and ordered to be read a second time.

Lunenburg polling
district bill

Mr. Brown, pursuant to leave given, presented to the house a bill to divide King's county into two school districts; and the same was read a first, and ordered to be read a second time.

School districts, King's
county bill

Mr. Bailey, pursuant to leave given, presented to the house a bill to incorporate the unity lodge of freemasons, Lunenburg; and the same was read a first, and ordered to be read a second time.

Unity lodge incorpora-
tion bill

Mr. Wade, pursuant to leave given, presented to the house a bill to incorporate St. Mary's lodge of freemasons at Digby; and the same was read a first, and ordered to be read a second time.

St. Mary's lodge
incorporation bill

Mr.

Halifax common bill

Mr. Wier pursuant to leave given, presented to the house a bill concerning the common of Halifax; and the same was read a first, and ordered to be read a second time.

Sheriff's bill

The hon. the attorney general, pursuant to leave given, presented to the house a bill to amend chapter 40 of the revised statutes, "of sheriffs"; and the same was read a first, and ordered to be read a second time.

Telegraph company bill

Mr. McFarlane, pursuant to leave given, presented to the house a bill further to amend the act to incorporate the Nova Scotia electric telegraph company; and the same was read a first, and ordered to be read a second time.

Windsor assessment bill

The hon. Mr. Howe, pursuant to leave given, presented to the house a bill further to amend the act to establish a more equal and just system of assessments; and the same was read a first, and ordered to be read a second time.

Then the house adjourned until to-morrow, at three of the clock.

WEDNESDAY, 23rd FEBRUARY, 1859

PRAYERS.

Petition referred to trade committee

Ordered, That the petition presented by Mr. Ryder, on Monday the twenty-first instant, on the subject of imposing a duty on foreign cured fish, imported into the province, be referred to the committee on trade and manufactures.

Railway traffic returns

The hon. the provincial secretary, by command of his excellency the governor, presented to the house a return of the passenger and freight traffic on the Nova Scotia railway for the year ending December 31st, 1858, shewing the traffic on the main line and Windsor branch respectively, and on both lines combined.

Also a return shewing the traffic on the railway, from 7th June to 30th June, and from 30th June to 31st December, 1858.

Also a statement of trains run, miles run, and passengers and freight carried on the railway for the year ending 31st December, 1858.

(See appendix No. 24.)

Railway committee

Ordered, That the returns be referred to the committee on the railway.

Pictou railway resolution

Mr. Wilkins moved that the house do come to the following resolution;

Whereas, it cannot be expected that the trade and intercourse between Halifax and Truro can possibly remunerate, or even pay the working expenses of the railroad, terminating at the latter place, and it is desirable that a communication by railroad should be opened with the Gulf of Saint Lawrence, to command the gulf trade of Canada, New Brunswick, Prince Edward's Island, Cape Breton and other places in the Gulf, and also with the coal mines in Pictou.

Resolved, that it is the opinion of the house that the commissioners of railroads should forthwith proceed to extend the road to Pictou, and complete the same with as little delay as possible.

Which resolution being seconded,

Order of day to consider

Ordered, That the house do on Monday, the twenty-eighth day of February, instant, proceed to the consideration thereof.

Petition of D. Ross

A petition of Donald Ross, of Little Narrows, Victoria, was, by special leave, presented by the hon. C. J. Campbell and read, praying aid in educating three blind children.

Humane institution committee

Ordered, That the petition be referred to the committee on humane institutions.

A petition of inhabitants of Saint Ann's, in Victoria, was by special leave, presented by the honorable C. J. Campbell and read, praying aid to John Shaw in repairing his grist mill.

Petition for aid to grist mill

Ordered, That the petition be referred to the committee on agriculture.

Agriculture committee

A petition of C. B. Archibald, and Hiram Hyde, mail contractors, was presented by the honorable C. J. Campbell and read, praying remuneration for conveying the Canadian portion of the English mails from Halifax to Amherst.

Petition of Archibald and Hyde

Ordered, That the petition be referred to the committee on the post office.

Post office committee

The honorable the provincial secretary, by command of his excellency the governor, presented to the house copies of correspondence with the colonial office, on the subject of a drawback of the duties on wines imported for the regimental messes of the troops in the garrison, at Halifax; and the same was read by the clerk.

Correspondence as to officers wives

(See appendix, No. 25.)

Ordered, That the papers do lie on the table.

The honorable the provincial secretary, by command of his excellency the governor, presented to the house copies of correspondence, relating to the presentation of a sword of honor to general Sir John Inglis, K. C. B., pursuant to resolution of the legislature of this province, passed during the last session.

Correspondence relating to presentation of a sword to general Inglis

(See appendix No. 26.)

Ordered, That the correspondence do lie on the table, and be printed in the appendix to the journals.

The honorable the provincial secretary, by the like command, presented to the house a list signed by the honorable the chief justice, the honorable Mr. justice Dodd, the honorable the attorney general, and the honorable the provincial secretary, of persons returned as eligible to be chosen as the sheriffs of the respective counties for the present year; and the same was read by the clerk.

List of persons returned as eligible for sheriffs

Ordered, That the paper do lie on the table.

The honorable the provincial secretary, by the like command, presented to the house a copy of a despatch from the secretary of the state for the colonies, to the governor, dated the 16th day of January last, relating to the rescue of the crew of the British merchant vessel "Petrel" by the barque of the crew "Major Norton"; and the same was read by the clerk.

Despatch as to the rescue of crew of ship Petrel by crew of barque Major Norton

Ordered, That the despatch be referred to Mr. Fuller, Mr. McDonald and Mr. Henry, to examine and report thereon.

Select committee

Ordered, That the petitions of Simon Lavache and Dominique Gerroir, respectively presented on the twenty-second day of February, instant, be referred to the same committee.

Two petitions referred to same committee

The honorable the provincial secretary, by command of his excellency the governor, also presented to the house the report of Captain William Chearnley, commissioner for Indian affairs, together with the accounts and vouchers of that officer, for the year 1858; and the report was read by the clerk.

Report of Indian commissioner

(For report see appendix No 27.)

Ordered, That the papers be referred to the committee on Indian affairs.

Indian committee

The order of the day being read—

The house on motion resolved itself into a committee on the consideration of the supply granted to her majesty.

Committee of supply

Mr. Speaker left the chair.

Mr. Chipman took the chair of the committee.

Mr. Speaker resumed the chair.

Report progress

The chairman reported from the committee that they had made progress in the consideration of the supply.

The chairman also acquainted the house that he was directed by the committee to move for leave to sit again on the consideration of the supply—to which the house agreed.

Resolution as to reduction of expenses

Mr. Killam moved that the house do come to the following resolution :

Resolved, That a committee be appointed to consider and report upon the propriety of curtailing the legislative and other expenses of this province.

Which, being seconded, and the question put thereon, was agreed to by the house.

Order to return list of committee

Ordered, That it be referred to the committee to prepare lists of standing committees, to prepare and report a list of members to serve on such committee.

Papers relating to D. Cameron's claim as railway contractor

The honorable the provincial secretary, by command of his excellency the governor, presented to the house copies of correspondence and documents relating to a claim of Donald Cameron, railway contractor, upon the provincial government for an alleged balance due him on his contract on the railway ; and the same was read by the clerk.

Railway committee

Ordered, That the papers be referred to the committee on the railway.

Petitions referred to railway committee

Ordered, That the several petitions presented to the house during the present session, and laid on the table, relating to railway damages, claims of contractors on the railway for extra services, and otherwise connected with railway affairs, be referred to the same committee, to examine and report thereon.

Then the house adjourned until to-morrow, at three of the clock.

THURSDAY, 24th FEBRUARY, 1859.

PRAYERS.

Royal instructions to governor, presented

The honorable the provincial secretary, by command of his excellency the governor, presented to the house a copy of the royal instructions to the governor in chief, and to the lieutenant governor of Nova Scotia, dated 20th September, 1854 ; and the same were read by the clerk.

(See appendix, No. 28.)

Order to print in appendix

Ordered, That the paper do lie on the table, and be printed in the appendix to the journals.

Petitions against representation bill

Six petitions from inhabitants of the county of Shelburne, and

A petition of inhabitants of Westport, in the county of Digby, were presented by Mr. Locke, and

Five petitions of inhabitants of the township of Barrington, were presented by Mr. Robertson,

And such petitions were read, severally, praying the house not to pass any bill to alter the distribution of the representation in the general assembly, among the several counties and townships during the present session.

Ordered, That the petitions do lie on the table.

Papers for dismissal of the McLean

The honorable the provincial secretary, by command of his excellency the governor, presented to the house, sundry petitions from the county of Cumberland, to the executive government, in favor of the re-appointment of Roderick McLean, esquire, to the office of sheriff of that county, together with petitions requesting the appointment of Joshua Chandler, esquire, to that office, and other documents connected therewith.

Ordered, That the papers do lie on the table.

The honorable the provincial secretary, by command of his excellency the governor, presented to the house, a letter from the chairman of the railway board, enclosing reports of the chief engineer, for the months of October, November and December, 1858, relating to the progress of the works.

Monthly reports of railway engineer

Ordered, That the reports be referred to the committee on the railway.

The bill to facilitate the perfecting of titles in the island of Cape Breton, was read a second time.

Cape Breton titles bill read 2d time and referred

Ordered, That the bill be referred to the committee on crown property to examine and report thereon.

The honorable the attorney general, pursuant to leave given, presented to the house a bill for escheating lands that have been forfeited to the crown, and the same was read a first, and *nem. con.* a second time.

Escheat bill, read twice

Ordered, That the bill be referred to the committee on crown property to examine and report thereon.

Referred to crown property committee

The following bills were severally read a second time :

Bills read 2d time

A bill to incorporate the trustees of the temperance hall and school house at Hammond's plains.

Hammond's plain hall

A bill to regulate truckmen and trucking in the town of Pictou.

Pictou truckmen

A bill to incorporate the Union hall company, at St. Margaret's Bay.

St. Margaret's Bay Union hall

A bill to legalize certain proceedings of the sessions for the county of Inverness.

Inverness sessions Horton church

A bill to incorporate the trustees of the third Baptist church at Horton.

A bill relating to the town hall at Upper Stewiacke.

Stewiacke hall

A bill to incorporate the Chipman brook pier company.

Chipman brook pier company

A bill to allow George Thomas Wiley to assume the name of George Thomas Wyleigh.

G. T. Wiley

A bill to establish an additional polling district in the county of Inverness.

Inverness polling district

A bill to legalize certain proceedings of the overseers of the poor for the district of Barrington.

Barrington poor district

Ordered, That the bills be referred to the committee on private bills.

Referred to private bills committee

Mr. Archibald from the committee on crown property, reported in part, that the committee had considered the following bills :

Crown property com. report bills, viz.

A bill in addition to the act to regulate to mines of this province.

Mines regulations

A bill to amend chapter 27 of the revised statutes "of the coal mines," and the act in amendment thereof,

Coal mines

A bill relating to county and township lines and boundaries, and

County line

A bill relating to fees to be taken in the crown land office,

Fees in land office

and had directed him to report the same to the house, without any amendments.

Ordered, That the bills be committed to a committee of the whole house.

Mr. Shaw, pursuant to leave given, presented to the house a bill to amend chapter 86 of the revised statutes, "of weights and measures"; and the same was read a first, and ordered to be read a second time.

Decimal hundred weight bill

A petition of merchants and bankers of the city of Halifax, was presented by Mr. Wier and read, praying for the establishment of a decimal currency.

Petition for decimal currency

Ordered, That the petition do lie on the table.

A petition of inhabitants of Falmouth, was presented by Mr. Churchill and read, praying for aid in the construction of an aboiteau across the Halfway river, near Hantsport, which will serve as an embankment for the railway in case of its extension beyond Windsor.

Petition for aboiteau at Hantsport

Ordered, That the petition be referred to the railway committee.

Railway committee

A petition of James Munro, was, by special leave, presented by the honorable the provincial

Petition of James Munro

vincial secretary and read, praying compensation for loss of moneys transmitted through the post office.

Post office committee

Ordered, That the petition be referred to the committee on the post office.

Fishery returns

The honorable the provincial secretary, by command of his excellency the governor, presented to the house returns of pickled fish inspected in the various counties during the year 1858, with an abstract of such returns.

(For abstract, see appendix, No. 29.)

Fishery committee

Ordered, That the returns and abstract be referred to the committee on the fisheries.

Abstract of coals raised in 1858

The honorable the provincial secretary, by command of his excellency the governor, also presented to the house, an abstract of coals raised, sold and exported at the several mines in this province, in the year 1858.

(See appendix No. 22, part 2.)

Crown property com.

Ordered, That the papers be referred to the committee on crown property.

Shipping

The honorable the provincial secretary, by the like command, presented to the house, a return of the collector at the port of Halifax, of the number of ships with their tonnage registered in this province, in the year 1858.

(See appendix No. 14, part 2.)

Trade committee

Ordered, That the return be referred to the committee on trade and manufactures.

Report of land comm'r on petition of A. M. Uniacke

The honorable the provincial secretary, also by command of his excellency the governor, presented to the house, a report of the crown land commissioner on the petition of Andrew M. Uniacke, and others, presented to the house during the present session.

Crown property com.

Ordered, That the report and documents connected therewith be referred to the committee on crown property.

Petition of K. McLean

A petition of Roderick McLean, late sherriff of the county of Cumberland, was presented by the honorable Mr. Young and read, complaining of having been deprived of his office upon an unfounded charge, and praying permission to be heard at the bar of the house in his own vindication, and in order that he may answer all questions that may be put to him touching the matter laid to his charge.

Ordered, That the petition do lie on the table.

Then the house adjourned until to-morrow, at three of the clock.

FRIDAY, 25th FEBRUARY, 1859.

PRAYERS.

Petitions against representation bill

Fourteen petitions of inhabitants of King's county, were presented by Mr. Chipman and read ;

Six petitions of inhabitants of the county of Victoria, were presented by Mr. Munro and read ;

A petition of inhabitants of the township of Wilmot, was presented by the hon. the attorney general and read ; and

A petition of inhabitants of the county of Hants, was presented by Mr. Parker and read ;

Such petitions severally praying the house not to pass any bill to disturb the existing distribution of the representation of the province until after the next census is taken.

Ordered, That the petitions do lie on the table.

The

The hon. Mr. Young moved that the house do come to the following resolution :

Resolved, That Roderick McLean, esquire, late sheriff of the county of Cumberland, be heard at the bar of the house, pursuant to the prayer of his petition, on Saturday the 26th instant.

Resolution to permit R. McLean to be heard at the bar

Which, being seconded, and a debate arising thereon, after some time spent in such debate,

Debate thereon

Ordered, That the debate be adjourned until to-morrow.

Then the house adjourned until to-morrow, at twelve of the clock.

SATURDAY, 26th FEBRUARY, 1859.

PRAYERS.

On motion, the house resolved itself into a committee on bills.

Committee on bills

Mr. Speaker left the chair.

Mr. Ryder took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee, that they had gone through the following bills:

Report bills, viz.

A bill to amend chapter 27 of the revised statutes "of the coal mines" and the act in amendment thereof.

Coal mines

A bill relating to county and township lines and boundaries; and

County lines

A bill relating to fees to be taken in the crown land office.

Fees in land office

And had directed him to report such bills severally to the house, without any amendments; and that they had also gone through,

Without amendments

The bill in addition to the act to regulate the mines of this province;

Mines regulations,

And had made amendments to such last mentioned bill which they had directed him to report to the house with the bill; and he delivered the bills, together with the amendments to the last mentioned bill in at the clerk's table where such amendments were read.

amended

Ordered, That the bills reported without amendments be engrossed.

Order to engross

Ordered, That the bill amended be engrossed with the amendments.

The honorable the provincial secretary, by command of his excellency the governor, presented to the house a despatch, dated 12th April, 1858, from the secretary of state for the colonies to the lieutenant governor, relating to the law of marriage and divorce, and the same was read by the clerk.

Despatch as to marriage law

(See appendix No 30.)

Ordered, That the despatch do lie on the table.

The honorable the provincial secretary, also presented to the house, by command of his excellency the governor, a copy of the acts of the imperial parliament for the year 1858, transmitted, for the use of the assembly, from the colonial office.

Imperial statutes

Ordered, That the same do lie on the table.

A petition of the overseers of the poor for the township of Falmouth, was by special leave, presented by Mr. Churchill and read, praying reimbursement of expenses incurred in supporting transient paupers.

Petition of overseers, Falmouth

Ordered, That the petition be referred to the relief committee.

Relief committee

A petition of the inhabitants of the Southern districts of the county of Annapolis, was

Petition from Southern Annapolis for additional franchise

was presented by the honorable the attorney general and read, praying an equal voice in the representation with other portions of the county.

Ordered, That the petition do lie on the table.

Petition of Acadia
iron company

A petition of the chairman and directors of the Acadia iron company, was by special leave, presented by Mr. Archibald and read, praying an alteration in their act of incorporation, and the act in amendment thereof.

Leave for bill

Ordered, That the petition do lie on the table, and that Mr. Archibald have leave to bring in a bill in accordance with the prayer thereof.

And thereupon,

Bill presented

Mr. Archibald, pursuant to such leave, presented to the house, a bill to alter and amend the act to incorporate the Acadia iron and steel company, and the act in amendment thereof; and the same was read a first, and ordered to be read a second time.

Correspondence as to
bank of B. N. America

The honorable the provincial secretary, by command of his excellency the governor, presented to the house, copies of correspondence with the colonial office relative to extension of the period of the charter of the bank of British North America.

(See appendix, No. 31.)

Ordered, That the correspondence do lie on the table.

Wooden buildings,
Halifax bill

Mr. Tobin, pursuant to special leave given, presented to the house, a bill to prohibit the erection of wooden buildings within a certain portion of the city of Halifax, and the same was read a first, and ordered to be read a second time.

Petitions against
representation bill

A petition of inhabitants of the county of Victoria, was presented by Mr. Munro and read; and

Fifteen petitions of inhabitants of the county of Colchester, were presented by Mr. Archibald, and read.

Such petitions severally praying the house not to pass any bill to interfere with the present distribution of the elective franchise.

Ordered, That the petitions do lie on the table.

Petitions against
representation bill

Three petitions of inhabitants of the county of Cape Breton, were presented by Mr. Archibald and read, praying the house not to pass any bill to interfere with the present distribution of the elective franchise

And thereupon,

Motion to lay on table

Mr. Archibald moved that such petitions do lie on the table,

Debate thereon

Which being seconded, and a debate arising thereon, after some time spent in such debate;

Order to lay on table

Ordered, That the petitions do lie on the table.

Debate on R. McLean's
resolution adjourned

Ordered, That the debate on the resolution to permit Roderick McLean, esquire, to be heard at the bar of the house, be further adjourned until Monday next.

Hon. Mr. Henry's
appointment to
executive council

The honorable the attorney general, by command of his excellency the governor, informed the house that the honorable William A. Henry, a member of this house, had been appointed to and had accepted the office of a member of the executive council and had, yesterday taken the oath of office of such executive councillor.

Petition of J. Thomas

A petition of Joseph Thomas, of the county of Annapolis, was by special leave presented by Mr. Shaw and read, praying for a return of duties on machinery imported.

Trade committee

Ordered, That the petition be referred to the committee on trade and manufactures.

Petition for mail
extension, Stewiacke

A petition of inhabitants of Upper and Middle Stewiacke, in Colchester county,
was

was presented by Mr. Archibald and read, praying an extension of mail communication.

Ordered, That the petition be referred to the committee on the post office.

Post office committee

Then the house adjourned until Monday next, at three of the clock.

MONDAY, 28th FEBRUARY, 1849.

PRAYERS.

The orders of the day being read, the house entered upon the consideration of the resolution respecting the extension of the provincial railway from Truro to Pictou, moved on the 23rd day of February, instant.

Order of day—
Pictou railway
resolution

And thereupon,

Mr. Wilkins renewed his motion that such resolution do pass :

Which being seconded, and a debate arising thereon, after some time spent in such debate,

Debate thereon

Ordered, That the debate be adjourned until to-morrow.

Adjourned

Ordered, That the debate on the resolution to permit R. McLean, esquire, to be heard at the bar of the house be further adjourned until to-morrow.

Debate on R. McLean's
resolution adjourned

The bill to amend the act to constitute Argyle, in the county of Yarmouth, a separate district, was read a second time.

Argyle district bill

Ordered, That the bill be referred to the committee on private and local bills.

Private bill committee

Then the house adjourned until to-morrow, at three of the clock.

TUESDAY, 1st MARCH, 1859.

PRAYERS.

A petition of Spencer Sutherland & Sons, railway contractors ; also

A petition of Walker & Co., railway contractors ;

Petitions of railway
contractors as to
damages

were, by special leave, severally presented by Mr. Esson and read, such petitions praying protection from claims against them for damage done to lands by taking material therefrom for the construction of the railway.

Ordered, That the petition be referred to the committee on the railway.

Railway committee

A petition of inhabitants of Saint Margaret's Bay, in the county of Halifax, was presented by Mr. Wier and read, praying the house not to pass the bill introduced during the present session, entitled, an act for better equalizing the elective franchise in certain counties.

Petitions against
representation bil

Ordered, That the petition do lie on the table.

Two petitions of inhabitants of county of Hants, were presented by Mr. Wier ;

Three petitions of inhabitants of the county of Halifax, were presented by Mr. Annand ; and.

A petition of inhabitants of the county of Hants, was presented by Mr. Parker ;

And such petitions were severally read, praying the house not to pass any act to modify the laws relative to parliamentary representation, during the present session.

Ordered, That the petitions do lie on the table.

The following bills were severally read a second time.

Bills read 2d time

The bill to incorporate the Halifax fire insurance company.

Halifax insurance

The bill to naturalize Michael Piellon.

Naturalization

- Liverpool streets The bill to legalize the appointment of commissioners of streets for the town of Liverpool.
- J. Barry, patent The bill to enable John Barry to obtain letters patent.
- Kinburn village The bill to name the Village of Kinburn, in the county of Lunenburg.
- Hunt and others, patent The bill to enable Edward Hunt and Henry Davis Pochin, to obtain letters patent.
- St. Matthews church, Pugwash The bill to incorporate the trustees of St. Matthew's church, Pugwash.
- Halifax cricket club The bill to incorporate the Halifax cricket club.
- Halifax polling place The bill to change a polling place, and alter the boundaries of an electoral district in the county of Halifax.
- Annapolis polling place The bill to add a polling place in the county of Annapolis.
- Shelburne sessions The bill to alter the time of holding the sessions for the district of Shelburne.
- Cumberland sessions The bill to legalize the proceedings of the sessions in the county of Cumberland, in reference to assessments.
- Halifax common The bill concerning the common of Halifax.
- Acadia iron company The bill to alter and amend the act to incorporate the Acadia iron and steel company, and the act in amendment thereof; and
- Wooden buildings The bill to prohibit the erection of wooden buildings within a certain portion of the city of Halifax.
- Referred to private bills committee *Ordered*, That the bills be referred to the committee on private and local bills.
- Committee on Halifax city assessments On motion of the honorable Mr. Young,
Resolved, That a select committee be appointed to consider the state of the law relating to the assessment of city and other rates and local taxes in the city of Halifax, and report by bill or otherwise.
- Order to report list *Ordered*, That it be referred to the committee to select standing committees to prepare and report a list of members to serve on such committee.
- Bills read 2d time The following bills were severally read a second time.
- Practice act The bill to extend the provisions of the new practice act.
- Jurisdiction of justices The bill to amend chapter 131 of the revised statutes "of the jurisdiction of justices of the peace in civil cases."
- Liverpool assessment The bill to extend the operation of chapter 15 of the acts of 1858.
- Surveyors of lumber The bill to alter the fees of surveyors of lumber, in certain cases.
- Patents The bill to extend the operation of chapter 120, of the revised statutes "of patents for useful inventions."
- Public instruction The bill to amend chapter 60 of the revised statutes "of public instruction"; and
- Weights and measures The bill to amend chapter 86 of the revised statutes "of weights and measures."
- Referred to law com. *Ordered*, That the bills be referred to the committee on proposed amendments to the general laws of the province.
- Order of day The order of the day being read, the house proceeded to the consideration of the bill for the better equalizing the elective franchise in certain cases; and such bill having been read a second time,
- Elective franchise
- Motion to commit The honorable the attorney general moved that the bill be committed to a committee of the whole house.
- Debate thereon Which being seconded, and a debate arising thereon, after some time spent in such debate,
- Adjourned *Ordered*, That the debate be adjourned until to-morrow.
- Orders of day *Ordered*, That the debate on the resolution to permit R. McLean, esquire, to be heard at the bar of the house, be further adjourned until to-morrow.
- Postponed *Ordered*, That the debate on the resolution respecting the extension of the railway from Truro to Pictou, be further adjourned until to-morrow.
- Fire engines bill Mr. McFarlane, pursuant to leave given, presented to the house a bill to amend the act

act to authorize assessments to procure fire engines ; and the same was read a first, and ordered to be read a second time.

Mr Archibald, pursuant to leave previously given, presented to the house the following bills :

A bill to authorise the sale of the old Presbyterian church at Gay's River.

A bill to enable Charles Dickson Archibald and Moses S. Salter to obtain letters patent.

And such bills were severally read a first, and ordered to be read a second time.

A petition of inhabitants of the town of Hawksbury, at Ship Harbor, in the county of Inverness, was, by special leave, presented by Mr. Smyth and read, praying for the establishment of a post office at that place.

Ordered, That the petition be referred to the committee on the post office.

The honorable the provincial secretary, by command of his excellency the governor, presented to the house a further list, in addition to the list presented on the nineteenth day of February instant, of persons employed on the provincial railways, with their occupations and wages.

(See appendix, No. 21—part 2.)

Ordered, That the paper do lie on the table.

Then the house adjourned until to-morrow, at three of the clock.

WEDNESDAY, 2nd MARCH, 1859.

PRAYERS

The honorable the provincial secretary, by command of his excellency the governor, presented to the house copies of correspondence with the imperial and Canadian governments, relative to the cost of transmitting the English mails for Canada through this province.

(See appendix No. 31.)

Ordered, That the correspondence be referred to the committee on the post office.

The honorable the provincial secretary, by command of his excellency the governor, presented to the house a despatch dated 24th September, 1858, from the secretary of state for the colonies, to the lieutenant governor, relating to the collection of tolls for the support of Cape Race light house.

(See appendix, No. 32.)

Ordered, That the despatch be referred to the committee on navigation securities.

The honorable the provincial secretary, by command of his excellency the governor, presented to house copies of correspondence between the lieutenant governor and the colonial secretary of state, relating to questions of precedence between persons holding office in or under the provincial government.

(See appendix No. 33.)

Ordered, That the papers do lie on the table.

The honorable the attorney general, from the committee to prepare lists of members to serve on standing committees of the house, reported to the house the following lists of committees to serve in relation to the following subjects, viz :

Bills presented

Gay's River church

Archibald's patent

Correspondence as to English mails

Post office committee

Despatches to Cape Race light house

Navigation securities committee

Correspondence as to precedence

Lists of committees on provincial expenses and Halifax assessments reported

*Reduction of provincial expenses.**City of Halifax assessments.*

Mr. Killam,
 " Chipman,
 " Esson,
 " McClearn,
 " Wade.

Hon. Mr. Young,
 " Attorney General,
 Mr. Archibald,
 " Killam,
 " White.

And confirmed

Ordered, That the lists be agreed to, and that the members therein named do constitute such committees respectively.

Petition of F. H. Cutler

A petition of Edward H. Cutler, esquire, of Annapolis, was by special leave presented by the honorable the attorney general and read, praying compensation for services rendered by him as a member of the land board for that county for several years.

Crown property com.

Ordered, That the petition be referred to the committee on crown property.

Petition against representation bill

A petition of inhabitants of the township of Kempt, was presented by Mr. Chambers and read, praying the house not to pass any bill to interfere with the representation during the present session.

Ordered, That the petition do lie on the table.

Petition for prohibitory liquor law

A petition of inhabitants of the county of Yarmouth, was presented by Mr. Ryder and read, praying for the passing of an act to prohibit the traffic in intoxicating liquors.

Ordered, That the petition do lie on the table.

Petition for Pictou cemetery bill

A petition of inhabitants of the town of Pictou, was by special leave, presented by Mr. McDonald and read, praying for an act to enable them to manage the public cemetery at Pictou.

Leave for bill

Ordered, That the petition do lie on the table, and that Mr. McDonald have leave to bring in a bill in accordance with the prayer thereof.

And thereupon,

Bill presented

Mr. McDonald, pursuant to such leave, presented to the house a bill to incorporate the Laurel hill cemetery company at Pictou; and the same was read a first, and ordered to be read a second time.

Dartmouth cemetery bill

The bill relating to the Roman Catholic cemetery at Dartmouth, was read a second time.

Referred to select committee

Ordered, That the petition be referred to Mr. McFarlane, Mr. McDonald, and Mr. Wade, to examine and report thereon, with amendments or otherwise.

Victoria polling places

The hon. C. J. Campbell, pursuant to special leave previously given, presented to the house a bill to change certain polling places in the county of Victoria; and the same was read a first, and ordered to be read a second time.

Crown property com. report bills, viz.

Mr. Archibald, from the committee on crown property, reported in part, that the committee had considered the following bills:

Indian reserves

The bill concerning Indian reserves;

Cape Breton titles

The bill to facilitate perfecting of titles in the island of Cape Breton, and

Escheats

The bill for escheating lands that have been forfeited to the crown,

and had made amendments to such bills respectively, which amendments they had directed him to report to the house with the bills; and he delivered the bills, with the amendments, in at the clerk's table, where such amendments were read.

Bills committed

Ordered, That the bills be committed to a committee of the whole house.

Despatch relating to military postage

The honorable the provincial secretary, by command of his excellency the governor, presented

presented to the house copies of correspondence between the colonial secretary and his excellency the governor, relating to postage on letters on military business.

(See appendix No. 31—part 2.)

Ordered, That the correspondence be referred to the committee on the post office.

Referred to post office committee

The honorable the provincial secretary, by command of his excellency the governor, also presented to the house sundry plans, agreements and appraisements, returned to the provincial secretary's office, relating to damage done to the lands of individuals by the construction and alteration of the main post roads.

Road damage agreements, &c. presented

Ordered, That the papers be referred to the committee on land damages.

Road damage com

The orders of the day being read, the house resumed the consideration of the resolution to permit Roderick McLean, esquire, to be heard at the bar of the house.

Debate on R. McLean's resolution resumed

And thereupon,

The honorable Mr. Young renewed his motion that such resolution do pass—which being seconded, and the house, after debate dividing thereon, there appeared, for the resolution, twenty-four; against it, twenty-six.

Resolution put
And lost on division

For the resolution,

Against the resolution,

Mr. Bailey,	Mr. Chambers,	Mr. Killam,	Mr. Bourneuf,
" Parker,	" Webster,	" Churchill,	" Bill,
" McKenzie,	" Morrison,	" Caldwell,	Hon. fina'l. secretary,
" McLelan,	Hon. Mr. Young,	Hon. J. Campbell,	Mr. Wade,
" B. Smith,	Mr Locke,	Mr. Brown,	" Ryder,
" Fuller,	" Annand,	" McClearn,	Hon. prov. secretary,
" Rinhard,	" Gilderd,	" Ruggles,	" atty. general,
" McDonald,	" Robertson,	Hon. Mr. Henry,	Mr. McKeagney,
" Wilkins,	" Chipman,	" C. J. Campbell,	" Smyth,
" Davidson,	" Munro,	Mr. Martell,	" White,
" Archibald,	" Esson,	" Moses,	Hon. Mr. McKinnon,
" Wier,	Hon. Mr. Howe.	" Tobin,	Mr. Shaw,
		" McFarlane,	" Robecheau.

So it passed in the negative.

Ordered, That the adjourned debate on the motion that the bill for better equalizing the elective franchise in certain cases, be committed to a committee of the whole house, be further adjourned until to-morrow.

Orders of day postponed

Ordered, That the adjourned debate on the resolution relating to the extension of the provincial railway from Truro to Pictou, be further adjourned until to-morrow.

Then the house adjourned until to-morrow, at eleven of the clock.

THURSDAY, 3rd MARCH, 1859

PRAYERS.

The bill to amend chapter forty of the revised statutes "of sheriffs," was read a second time

Bills read 2d time

Ordered, That the bill be referred to the law committee.

Sheriffs bill referred to law committee

The following bills were severally read a second time.

The bill to amend the act to authorize assessments to procure fire engines.

Fire engines bil

The bill to authorize the sale of the old Presbyterian church at Gay's River.

Gays River church

The

Archibald's patent	The bill to enable Charles Dickson Archibald and Moses S. Salter, to obtain letters patent.
Victoria polling places	The bill to change certain polling places in the county of Victoria; and
Pictou cemetery	The bill to incorporate the Laurel Hill cemetery company at Pictou.
Private bills committee	<i>Ordered</i> , That the bills be referred to the committee on private and local bills.
Private bills committee report	Mr. Wade from the committee on private bills, reported that the committee had considered the bill to naturalize Michael Piellon, and had made amendments thereto, which amendments they had directed him to report to the house with the bill; and that they had also considered the following bills:
Naturalization	
Liverpool streets	The bill to legalize the appointment of commissioners of streets for the town of Liverpool
Argyle district	The bill to amend the act to constitute Argyle, in the county of Yarmouth, a separate district.
E. Halifax polling district	The bill to change a polling place, and alter the boundaries of an electoral district in the county of Halifax.
Annapolis polling place	The bill to add a polling place in the county of Annapolis.
Cumberland session	The bill to legalize the proceeding of the sessions for the County of Cumberland, in reference to assessments; And had directed him to report such bill to the house severally, without any amendments, and he delivered the bills with the amendment to the first mentioned bill in at the clerks table, where such amendments were read.
Bills committed	<i>Ordered</i> , That the bills be committed to a committee of the whole house.
Sewers bill	Mr. Parker, pursuant to leave given, presented to the house a bill to amend chapter 73 of the revised statutes "of commissioners of sewers and the regulating of dyked and marsh lands"; and the same was read a first, and ordered to be read a second time.
Order of day—Representation bill	The order of the day being read, the house resumed the consideration of the bill for the better equalizing the elective franchise in certain cases, on the motion that such bill be committed to a committee of the whole house; and after some time spent in debate thereon.
Debate adjourned	<i>Ordered</i> , That the debate be further adjourned until to-morrow. <i>Ordered</i> , That the debate on the resolution to extend the railway to Pictou, be further adjourned until to-morrow.
Applications for crown lands presented, viz. W Bindon and John T. Coffin	The honorable the provincial secretary, by command of his excellency the governor, presented to the house petitions of William Bindon, and John Townsend Coffin, respectively to the provincial government, for grants of crown lands, together with the papers connected with such applications, and the reports of the commissioner of crown lands thereon.
Crown property com.	<i>Ordered</i> , That the papers be referred to the committee on crown property. Then the house adjourned until to-morrow, at twelve of the clock.

FRIDAY, 4th MARCH, 1859.

PRAYERS.

Bills read 3d time
Mines regulations

An engrossed bill in addition to the act to regulate the mines of this province, was read a third time.

Passed

Resolved, That the bill do pass, and that the title be, an act to regulate the mines of this province.

Coal mines

An engrossed bill to amend chapter 27 of the revised statutes, "of the coal mines," and the act in amendment thereof, was read a third time.

Resolved,

Resolved, That the bill do pass, and that the title be, an act to amend chapter 27 of the revised statutes, "of the coal mines," and the act in amendment thereof. Passed

An engrossed bill relating to county district and township lines and boundaries, was read a third time. County lines

Resolved, That the bill do pass, and that the title be, an act relating to county district and township lines and boundaries. Passed

An engrossed bill relating to fees to be taken in the crown land office, was read a third time. Fees in land office

Resolved, That the bill do pass, and that the title be, an act relating to fees to be taken in the crown land office. Passed

Ordered, That the clerk do carry the bills to the council, and desire their concurrence. Bills sent to council

The bill to provide for the election of grand jurors, was read a second time. Grand Jurors bill read second time

Ordered, That the bill be referred to the law committee to examine and report thereon. Law committee

On motion, the house resolved itself into a committee on bills. Committee bills

Mr. Speaker left the chair.

Mr. Ryder took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through, Bills reported

The bill concerning Indian reserves ; and Indian reserve and

The bill for escheating lands that have been forfeited to the crown, Escheats amended

and had made amendments to such bills respectively, which they had directed him to report to the house with the bills ; and that they had also considered,

The bill to facilitate the perfecting of titles in the island of Cape Breton, and had directed him to recommend that such bill be referred to a select committee to examine and report thereon ; and he delivered the bills together with the amendments to the two first mentioned bills in at the clerk's table, where such amendments were read.

Ordered, That the bills reported with amendments, be engrossed with the amendments.

Ordered, That the bill to facilitate the perfecting of titles in the island of Cape Breton, be referred to the hon. the financial secretary, the hon. C. J. Campbell, Mr. Morrison, Mr. McDonald, Mr. Smyth, Mr. Caldwell and Mr. Munro, to examine and report thereon, with amendments or otherwise. Cape Breton titles referred to select committee

The honorable the provincial secretary, by command of his excellency the governor, presented to the house the annual return, and account of the commissioners of the poor asylum in Halifax, for the year 1858. Poor asylum returns

(See appendix No. 34.)

Ordered, That the return and account be referred to the relief committee. Relief committee

The honorable the provincial secretary, by command of his excellency the governor, also presented to the house sundry reports of supervisors of the main post roads for the year 1858. Supervisors of main roads reports

(See Appendix No. 35.)

Ordered, That the reports do lie on the table.

Two petitions of inhabitants of Douglas, in Hants county, were presented by Mr. B. Smith and read, praying the enactment of a law for the prohibition of the traffic in intoxicating Petitions for liquor law

intoxicating liquors, and that such enactment may be made the subject of a separate vote by ballot at the next general election.

Ordered, That the petitions do lie on the table.

Petition from St.
Margaret's Bay as to
representation

A petition of inhabitants of Saint Margarets Bay, in the county of Halifax, was presented by Mr. Wier and read, praying the house not to pass the bill for better equalizing the representation, now under consideration of the house.

Ordered, That the petitions do lie on the table.

Petitions against
representation bill

Two petitions of inhabitants of Hants county, were presented by the hon. Mr. Howe, Two petitions of inhabitants of Colchester county, were presented by Mr. McLelan, A petition of inhabitants of Annapolis county, was presented by the hon. Mr. Howe, A petition of inhabitants of Lunenburg county, was presented by Mr. Gelderd. A petition of inhabitants of the Northern district of Queen's county, was presented by Mr. Davison, and

A petition of electors of Hants county, was presented by Mr. Chambers.

And such petitions was severally read, praying the house not to pass any bill to alter the representation, until after the next census.

Ordered, That the petitions do lie on the table.

Petition of overseers of
poor, Falmouth

A petition of the overseers of the poor for the township of Falmouth, was by special leave, presented by Mr. Churchill and read, praying reimbursement of the expense of maintaining sick Indians

Ordered, That the petition be referred to the committee on Indian affairs.

Order of day
Representation bill

Pursuant to order, the house resumed the consideration of the bill for better equalizing the elective franchise in certain cases, upon the motion, that such bill be committed to a committee of the whole house, and after some time spent in debate thereon.

Adjourned

Ordered, That the debate be further adjourned until to-morrow.

Accounts sales of
provincial debentures

The honorable the provincial secretary, by command of his excellency the governor, presented to the house accounts of sales of provincial debenture bonds in London and this province respectively, during the years 1855, 1856, 1857 and 1858, and the same were read by the clerk.

(See Appendix No. 36.)

Ordered, That the papers do lie on the table.

Ordered, That the debate on the resolution for the extension of the railway to Pictou, be further adjourned until to-morrow.

Then the house adjourned until to-morrow, at three of the clock.

SATURDAY, 5th MARCH, 1859.

PRAYERS.

Report of superintendent
of education

The honorable the provincial secretary, by command of his excellency the governor, presented to the house the report of the superintendent of education and principal of normal school, for the year 1858, together with statistical tables connected therewith; and the same were read by the clerk.

(See Appendix No. 36.)

Education committee

Ordered, That the papers be referred to the committee on education.

Petition as to guns of
artillery company,
Pictou

A petition of captain Jas. Murdoch, of the Pictou militia volunteer artillery company, was

was presented by Mr. McDonald and read, praying the house to grant a sum to repair the building in which are deposited the guns of that company.

And thereupon,

The honorable the provincial secretary, by command of his excellency the governor, presented to the house correspondence between the provincial government and the military authorities upon the same subject.

Correspondence on same subject

Ordered, That the papers be referred to the committee on the petition of Thomas Downes.

Referred to militia arms committee

Eight petitions of inhabitants of the county of Cumberland, were presented by Mr. McFarlane ;

Petitions against representation bill

A petition of inhabitants of King's county, was presented by Mr. Chipman, and

A petition of inhabitants of Musquodoboit, in the county of Halifax, was presented by Mr. Annand;

And such petitions were severally read, praying the house not to pass any bill to alter the representation until after the next census.

Ordered, That the petitions do lie on the table.

The honorable the provincial secretary, by command of his excellency the governor, presented to the house, returns showing the monthly earnings and working expenses of the Windsor railroad for six months, from 1st July to 31st December last, with an estimate of the probable working expenses of the Windsor and Truro road per mile, annually. Also a return showing the daily receipts of the road to Truro, from 15th December to 29th January, 1859.

Railway traffic returns

(See appendix No. 24—part 2.)

Ordered, That the papers do lie on the table.

The hon. the attorney general, pursuant to leave given, presented to the house a bill for the registration of births, deaths and marriages ; and the same was read a first, and ordered to be read a second time.

Registration of births, &c. bill

The order of the day being read, the house resumed the consideration of the motion that the bill for better equalizing the elective franchise in certain cases, be committed to a committee of the whole house ; and after some time spent in debate thereon.

Debate resumed

Ordered, That the debate be further adjourned until Monday next

And adjourned

Ordered, That the adjourned debate on the resolution for the extension of the provincial railway from Trouro to Pictou, be further adjourned until Monday next.

Railway extension debate adjourned

Then the house adjourned until Monday, at four of the clock.

MONDAY, 7th MARCH, 1859.

PRAYERS.

A petition of the commissioners of schools, for the southern district of the county of Colchester, was by special leave presented by Mr. Archibald and read, praying for an increase in the salaries of common school teachers in that locality.

Petition of school commissioners, Colchester, for increase of salary of teachers

Ordered, That the petition be referred to the committee on education.

Referred to committee on education

A petition of inhabitants of Beaver Brook, old Barns, and Lower Village of Truro, in the county of Colchester, was by special leave presented by Mr. Archibald and read, praying for an increase of postal communication.

Petition for increased postal communication, Colchester

Ordered, That the petition be referred to the committee on the post office.

Referred to post office committee

Petition for post office,
Onslow

A petition of certain freeholders of the township of Onslow, was by special leave presented by Mr. Archibald and read, praying for the establishment of a way or post office in their vicinity.

Referred to post office
committee

Ordered, That the petition be referred to the committee on the post office.

Petition for increased
mail communication,
Sheet Harbor

A petition of certain inhabitants of Sheet Harbor, was by special leave presented by Mr. Esson and read, praying for increased mail communication.

Referred to post office
committee

Ordered, That the petition be referred to the committee on the post office.

Petitions from Col-
chester against repre-
sentation bill

Three petitions of inhabitants of the county of Colchester, were presented by Mr. Archibald and read, praying the house not to pass any bill to alter the representation, until a new census should be taken in Nova Scotia.

Ordered, That the petitions do lie on the table.

Geo. Merry's petition
referred to crown land
committee

Ordered, That the petition of George Merry, presented to the house on the 16th February last, be referred to the committee on crown property.

J. McLeod's petition
ref. to crown land com

Ordered, That the petition of John McLeod, presented to the house on the 19th February last, be referred to the committee on railways.

Debate resumed

The order of the day being read, the house resumed the consideration of the motion that the bill for better equalizing the elective franchise in certain cases, be committed to a committee of the whole house; and a debate arising thereon, after some time spent therein

And adjourned

Ordered, That the debate be further adjourned until to-morrow.

Railway extension
debate adjourned

Ordered, That the adjourned debate on the resolution for the extension of the provincial railway from Truro to Pictou be further adjourned until Thursday, the 17th instant.

Bill for registration of
births be read 2d time
Referred to law com.

A bill for the registration of births, deaths and marriages, was read a second time.
Ordered, That the bill be referred to the law committee to examine and report thereon.

Then the house adjourned until to-morrow, at three of the clock.

TUESDAY, 8th MARCH, 1859.

PRAYERS.

Substitution of member
on committee

Ordered, That the hon. Mr. Henry be substituted for the hon. financial secretary, on the select committee appointed on the 4th instant, to examine and report on the bill to facilitate the perfecting of titles in the island of Cape Breton.

Petitions in favor of
prohibitory liquor law

A petition of inhabitants of Aylesford, in the county of King's, was presented by Mr. Bill; and

A petition of the inhabitants of the county of Annapolis, was presented by the hon. Attorney General,

And such petitions were read, severally praying for the passage of a law to prohibit the traffic in intoxicating liquors;

And thereupon,

On motion of Mr. Bill,

Resolved, That a select committee be appointed on the subject of a prohibitory liquor law, with power to report by bill or otherwise.

Select committee on
temperance

Ordered, That Mr. Archibald, Mr. Bill, Mr. Moses, Mr. Morrison and Mr. McLelan, do compose such committee.

Petitions on subject of
temperance, referred

Ordered, That the two foregoing petitions, and also all other petitions on that subject presented

presented to the house during the previous part of the present session be referred to that committee.

Two petitions of inhabitants of the county of King's, were presented by Mr. Chipman; and

Petitions against bill for equalizing representation

A petition of inhabitants of the same county, was presented by Mr. Webster, and such petitions were severally read, praying the house not to pass the bill now before it for better equalizing the elective franchise in certain counties.

Ordered, That the petitions do lie on the table.

Ordered, That Mr Bent have leave to return home after to-day, in consequence of indisposition.

Leave of absence

The order of the day being read, the house resumed the adjourned debate on the motion that the bill for better equalizing the elective franchise in certain counties be committed to a committee of the whole house; and after some time spent in debate thereon,

Debate resumed

Ordered, That the debate be further adjourned until this afternoon.

And adjourned

It being the morning of Wednesday the ninth day of March, the house then adjourned until half-past two of the clock, P. M.

WEDNESDAY, 9th MARCH, 1859.

PRAYERS.

The honorable the provincial secretary, by command of his excellency the governor, presented to the house,

Report of comm'rs of St. Peter's canal

The report of the commissioners of the Saint Peter's canal for the year 1858, with an account of the expenditure on that work during that period;

Report of Jas. Laurie

Also, the report of James Laurie, civil engineer, on the same public work.

And the same were read by the clerk.

(See appendix No. 36.)

Ordered, That the papers be referred to the committee on public accounts.

Referred to committee on public accounts

Also, by the like command, a statement of the expenditure of the sums granted during last session for the normal and model schools, with vouchers for such expenditure.

Normal school expenditure

Ordered, That the same be referred to the committee on education.

Referred to education committee

Also, by the like command, the memorial of Henry Ince, late Ordnance storekeeper at Halifax, praying for a free grant of land under the circumstances detailed in his memorial.

Petition of Henry Ince

Ordered, That the memorial be referred to the committee on crown property.

Referred to crown land committee

A petition of Alpheus Jones and other inhabitants of Weymouth, was, by special leave, presented by Mr. Shaw and read, praying for a grant to erect a permanent draw bridge at the ferry at Bear River.

Petition for Bear River draw bridge

Ordered, That the petition do lie on the table.

A petition of inhabitants of the district of Argyle, was presented by Mr. Ryder and read, praying for the enactment of a prohibitory liquor law.

Petition from Argyle for prohibitory liquor law

Ordered, That the petition be referred to the committee on that subject.

Referred to temperance committee

A petition of Gaius Lewis, late light house keeper at Apple River, in the county of Cumberland, was, by special leave, presented by Mr. McFarlane and read, praying to be reimbursed the amount expended by him in making improvements in that locality.

Petition of Gaius Lewis

Ordered, That the petition be referred to the committee on navigation securities.

Referred to Navigation securities

Bills read 2d time
Cumberland polling district
Cape Breton
Polling places
Shelburne court house
Digby sea wall comp'y.
Referred to private bills committee

The following bills were severally read a second time, viz :

A bill to add a polling district in the county of Cumberland.

A bill to establish additional polling places in the county of Cape Breton.

A bill to authorise the sale of the court house and jail at Shelburne.

A bill to incorporate the Digby Sea Wall pier company.

Ordered, That the bills be referred to the committee on private bills.

Petition from St. Margaret's Bay against representation bill

A petition of inhabitants of Saint Margaret's Bay, in the township of Halifax, was presented by Mr Tobin and read, praying the house to pass the bill now before it for better equalizing the representation in certain counties.

Ordered, That the petition do lie on the table.

Substitution on temperance committee

Ordered, That Mr. McClearn be substituted for Mr. Archibald on the select committee appointed yesterday on the subject of a prohibitory liquor law.

Petitions from Falmouth against representation bill

A petition of inhabitants of township of Falmouth was presented by Mr. Churchill and read, praying the house not to pass the bill now before it for equalizing the representation in certain counties.

Ordered, That the petition do lie on the table.

Debate resumed

The order of the day being read, the house resumed the adjourned debate on the motion that the bill for the better equalizing the elective franchise in certain counties, be committed to a committee of the whole house ; and the usual question having been propounded from the chair that such bill be committed to a committee of the whole house,

Motion to commit bill

Amendment to defer

The hon. Mr. Young moved, by way of amendment thereto, that the house come to the following resolution with respect to such bill :

Whereas the bill entitled, an act for the better equalizing the elective franchise in certain counties, while it leaves many of the present anomalies untouched, abolishes county representation in Halifax, Pictou, Colchester, Hants and Kings, and abolishes also township representation in Amherst, Arichat, Annapolis, Clare, Cornwallis, Digby, Falmouth, Granville, Horton, Lunenburg, Newport, Pictou, Sydney and Windsor, and introduces other extensive changes in the representation of the province, on which the constituencies of said counties and townships, and the people at large, who have had no notice thereof, ought to be consulted before they become law :

Therefore resolved, That the bill be published for general information, and that the further consideration thereof be postponed until the next session :

Lost on division

Which being seconded and put, and the house dividing thereon, there appeared for the amendment, twenty-two ; against it, twenty-eight.

For the amendment,

Mr. Munro,	Mr. Bailey,
" B. Smith,	" Rinhard,
" McDonald,	" Webster,
" Archibald,	" Gilderd,
" McKenzie,	" Parker,
" McLelan,	" Robertson,
" Locke,	" Morrison,
" Chambers,	" Chipman,
" Davison,	" Wier,
Hon. Mr. Young,	" Annand,
" Mr. Howe,	" Esson.

Against the amendment,

Mr. Wade,	Mr. Bent,
" Moses,	" Shaw,
" Brown,	" Bourneuf,
" Martell,	" White,
" Churchill,	" McClearn,
" Ruggles,	" McFarlane,
" Killam,	Hon. J. Campbell,
" Wilkins,	" C J. Campbell,
" Tobin,	" Mr. Henry,
" Ryder,	" Atty. General,
" Bill,	Mr. McKeagney,
" Robecheau,	Hon Mr McKinnon,
" Caldwell,	" Pro. Secretary,
" P. Smyth,	" Fin. Secretary.

So it passed in the negative.

The

The question as originally proposed being then put, and the house dividing thereon, there appeared for the motion, twenty-eight ; against it, twenty-two :

Motion to commit carried on division

For the motion,

Against the motion,

Mr. Wade,	Mr. Bent,	Mr. Munro.	Mr. Bailey,
" Moses,	" Shaw.	" B. Smith,	" Rinhard,
" Brown,	" Bourneuf,	" McDonald,	" Webster,
" Martell,	" White,	" Archibald,	" Gilderd,
" Churchill,	" McClearn,	" McKenzie,	" Parker,
" Ruggles,	" McFarlane,	" McLelan,	" Robertson,
" Killam,	Hon. J. Campbell,	" Locke,	" Morrison,
" Wilkins,	" C. Campbell,	" Chambers,	" Chipman,
" Tobin,	" Mr. Henry,	" Davison,	" Wier,
" Ryder,	Mr. McKeagney,	" Annand,	Hon. Mr. Young,
" Bill,	Hon. Mr. McKinnon,	" Esson,	" Mr. Howe.
" Robecheau,	" Atty. General,		
" Caldwell,	" Pro. Secretary,		
" P. Smith,	" Fin. Secretary.		

So it passed in the affirmative.

And thereupon,

Ordered, That the bill be committed to a committee of the whole house.

Bill committed

A petition of certain inhabitants of Dartmouth, in the county of Halifax, was presented by the hon. the attorney general and read, praying the house to pass the bill now before it for the better equalizing the representation in certain counties.

Petition from Dartmouth in favor of representation bill

Ordered, That the petition do lie on the table.

Then the house adjourned until to-morrow, at three of the clock.

THURSDAY, 10th MARCH, 1859.

PRAYERS.

An engrossed bill concerning Indian reserves, was read a third time.

Bills read 3d time
Indian reserve

Resolved, That the bill do pass, and that the bill be, an act concerning Indian reserves.

An engrossed bill for escheating lands that have been forfeited to the crown, was read a third time.

Escheating lands

Resolved, That the bill do pass, and that the title be, an act for escheating lands that have been forfeited to the crown.

Ordered, That the clerk do carry the bills to the council and desire their concurrence.

On motion, the house resolved itself into a committee on bills.

Committee on bills

Mr. Speaker left the chair.

Mr. Ryder took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through the bill to legalize the appointment of commissioners of streets, for the town of Liverpool ;

Liverpool streets

The bill to amend the act to constitute Argyle, in the county of Yarmouth, a separate district ; and

Argyle district

The bill to naturalize Michael Peillon, and had directed him to report those bills to the house, severally without any amendment ; and he delivered the bills in at the clerk's table.

Naturalization

Ordered, That the bills be engrossed.

The

Despatch as to fog
signals

The honorable the provincial secretary, by command of his excellency the governor, presented to the house, a copy of a despatch from the secretary of state for the colonies, to the governor, dated 11th December, 1858, with an enclosure, on the subject of the expense of firing fog signals from Sambro Island; and the same was read by the clerk.

(See appendix No. 37.)

Navigation securities
committee

Ordered, That the same be referred to the committee on navigation securities.

Despatch as to postage

Also by like command, copy of correspondence between the secretary of state for the colonies and the governor, on the proposed system of the compulsory payment of postage; and the same was read by the clerk.

(See appendix No. 31—part 3.)

Post office committee

Ordered, That the correspondence be referred to the committee on the post office.

Railway committee
report resolution

The hon. Mr. Howe, chairman of the committee on railways, reported in part from that committee, and moved that the house do come to the following resolution:

Resolved, That his excellency the lieutenant-governor be authorised to pay to James Burgess, the sum of five hundred pounds on account of the money payable to him for damages for lands and houses taken for the railway depot at Windsor, on the certificate of the custos of the county of Hants, dated the fourteenth day of August, 1858, which payment is to be made on the deposit and security of the said certificate, and that such sum of five hundred pounds, with interest thereon at six per cent. from the time of the advance, shall be deducted by the receiver general from the first moneys payable under that certificate, after payment to the mortgagee or his assigns of the amount that shall be due to him under and agreeably to the terms of such certificate:

Passed on division

Which being seconded and put, and the house dividing thereon, there appeared for the motion, seventeen; against it, thirteen.

For the motion,

Against the motion,

Mr. Bailey,	Mr. McKenzie,	Mr. Ryder,	Mr. Bill,
“ Churchill,	“ B. Smith,	“ Bourneuf,	“ Caldwell,
“ Tobin,	“ Parker,	“ Shaw,	“ Robertson,
“ Esson,	“ Wier,	“ Killam,	“ Moses,
“ Chambers,	Hon. Mr. Henry,	“ Brown,	“ P. Smyth,
“ Webster,	“ “ Howe,	Hon. Mr. McKinnon,	Hon. Fin. Secretary.
“ Annand,	“ “ Young,	“ Pro. Secretary,	
“ Chipman,	“ Atty. General.		
“ Archibald,			

So it passed in the affirmative.

Then the house adjourned until to-morrow, at twelve of the clock.

FRIDAY, 11th MARCH, 1859.

PRAYERS.

Resolution to rescind

The honorable the financial secretary moved that the resolution passed yesterday, authorizing the payment to James Burgess, of five hundred pounds, on the security of the certificate for his railway damages, be rescinded:

Lost on division

Which being seconded and put, and the house dividing thereon, there appeared for the motion, twenty; against it, twenty-one.

For

<i>For the motion,</i>		<i>Against the motion,</i>	
Mr. McClearn,	Mr. Moses,	Mr. Churchill,	Mr. Rinhard,
" Martell,	" Bent,	" Webster,	" McKeagney,
" Bill,	" Brown,	" Bailey,	" Davison,
" Wade,	" Killam,	" B. Smith,	" Gilderd,
" Shaw,	" McFarlane,	" McDonald,	" McLelan,
" Robertson,	Hon. Pro. Secretary,	" Morrison,	" Chipman,
" Ryder,	" Fin. Secretary,	" Archibald,	Hon. Mr. Howe,
" Bourneuf,	" Mr. McKinnon,	" Chambers,	" " Young,
" Robecheau,	" C. J. Campbell,	" Parker,	" " Henry,
" Ruggles,	Mr. P. Smyth.	" Annand,	" Atty. General.
		" Esson,	

So it passed in the negative.

An engrossed bill to naturalize Michael Peillon, was read a third time.

Bills read 3d time

Resolved, That the bill do pass, and that the title be, an act to naturalize certain aliens.

Naturalization

An engrossed bill to legalize the appointment of commissioners of streets for the town of Liverpool, was read a third time.

Liverpool streets

Resolved, That the bill do pass, and that the title be, an act to legalize the appointment of commissioners of streets for the town of Liverpool.

An engrossed bill to amend the act to constitute Argyle, in the county of Yarmouth, a separate district, was read a third time.

Argyle district

Resolved, That the bill do pass, and that the title be, an act to amend the act to constitute Argyle, in the county of Yarmouth, a separate district.

Bills passed

Ordered, That the clerk do carry the bills to the council and desire their concurrence.

Mr. Wade from the committee on private bills, reported that they had considered
 The bill to legalize certain proceedings of the sessions for the county of Inverness ;
 The bill to incorporate the Chipman Brook pier company ;
 The bill to establish an additional polling district in the county of Inverness ;
 The bill to legalize certain proceedings of the overseers of the poor for the district of Barrington, and

Private bills reported
 Inverness sessions
 Chipman brook comp'y
 Inverness polling place
 Overseers, Barrington

The bill to incorporate the Digby sea wall pier company ;
 and had directed him to report such bills to the house severally without any amendment ; and he delivered such bills in at the clerk's table.

Digby sea wall comp'y

Ordered, That the bills be committed to a committee of the whole house.

Bills committed

On motion, the house resolved itself into a committee on bills.

Com on bills

Mr. Speaker left the chair.

Mr. Ryder took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee, that they had made some progress in the consideration of bills committed.

Report progress

Then the house adjourned until to-morrow, at half-past eleven of the clock.

SATURDAY, 12th MARCH, 1859.

PRAYERS.

Shelburne polling districts bill

Mr. White, pursuant to leave given on a previous day, presented to the house a bill to alter the boundaries of certain electoral districts in the county of Shelburne; and the same was read a first, and ordered to be read a second time.

Port Mulgrave bill

The hon. the financial secretary, pursuant to leave previously given, presented to the house a bill for naming Port Mulgrave, in the county of Guysborough; and the same was read a first, and ordered to be read a second time.

Petitions against representation bill

A petition of electors of the county of King's, was presented by Mr. Webster, and Two petitions of electors of the county of King's, were presented by Mr. Chipman; and such petitions were severally read, praying the house not to pass the bill now before the house, for the better equalizing the representation in certain counties.

Ordered, That the petitions do lie on the table.

Committee on bills

On motion, the house resolved itself into a committee on bills.

Mr. Speaker left the chair.

Mr. Ryder took the chair of the committee.

Mr. Speaker resumed the chair.

Representation bill reported

The chairman reported from the committee, that they had gone through the bill for the better equalizing the elective franchise in certain counties, and had made amendments thereto, which they had directed him to report to the house with the bill; and he delivered the bill with the amendments in at the clerk's table, where such amendments were read.

Ordered, That the bill with the amendments be engrossed.

Correspondence as to St. Peter's Island

The honorable the provincial secretary, by command of his excellency the governor, presented to the house,

Correspondence relating to the offer of captain McColl to sell to the provincial government a portion of St. Peter's Island; and the same was read by the clerk.

Ordered, That the correspondence be referred to the committee on navigation securities.

Navigation securities committee

Then the house adjourned until Monday next, at twelve of the clock.

MONDAY, 14th MARCH, 1859.

PRAYERS.

Petition for prohibitory liquor law

A petition of inhabitants of Digby Neck, in Digby county, was presented by Mr. Wade and read, praying for the prohibition of the traffic in intoxicating liquors.

Temperance com.

Ordered, That the petition be referred to the committee on temperance.

Papers relating to railway claims

The honorable the provincial secretary, by command of his excellency the governor, presented to the house sundry papers relating to claims for extra services by railway contractors, and to damage done to private lands by removing materials for the railway.

Railway committee

Ordered, That the papers be referred to the committee on the railway.

Halifax city assessments bill

Mr. Tobin, pursuant to leave given, presented to the house, a bill respecting assessments in the city of Halifax; and the same was read a first, and *nem. con*, a second time.

Referred to assessment committee

Ordered, That the bill be referred to the committee on assessments in the city of Halifax.

Mr.

Mr. Tobin reported from the committee on trade and manufactures; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Trade committee report

(See appendix No. 38.)

Ordered, That the report do lie on the table.

A message from the council by Mr. Halliburton:

Message

Mr. Speaker,

The council have agreed to the bills, entitled, severally,

Bills agreed to

An act to amend chapter 27 of the revised statutes, "of the coal mines," and the act in amendment thereof,

Coal mines

An act relating to county district and township lines and boundaries; and

County lines and

An act relating to fees to be taken in the crown land office,

Fees in land office

severally without any amendments.

The council have also agreed to the bill, entitled, an act in addition to the act to regulate the mines of this province, with amendments—to which amendments they desire the concurrence of this honorable house.

Mines regulations bill amended

The council have passed a bill, entitled, an act to incorporate the North Spring Hill coal mining company—to which bill they desire the concurrence of this honorable house.

Council's Spring Hill company

And then the messenger withdrew.

The amendments proposed by the council to the bill, entitled, an act in addition to the act to regulate the mines of this province, were read a first time, and ordered to be read a second time.

Council's amendments read

The engrossed bill from the council, entitled, an act to incorporate the North Spring Hill coal mining company, was read a first time, and ordered to be read a second time.

Council's bill read

A petition of inhabitants of the township of Digby, was presented by Mr. Annand and read, praying the house not to pass any bill to alter the representation at the present time.

Petitions against representation bills

A petition of inhabitants of the township of Halifax, was also presented by Mr. Annand and read, praying the house not to pass the bill now before the house for equalizing the representation in certain counties.

Ordered, That the petitions do lie on the table.

Mr. McFarlane, pursuant to leave given, presented to the house a bill to amend chapter 48 of the revised statutes, "of townships and township officers; and the same was read a first, and ordered to be read a second time.

Town officers bill

Mr. Killam reported from the committee appointed to consider the practicability of reducing the legislative and other expenses; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Retrenchment committee report

(See appendix No. 39.)

Ordered, That the report do lie on the table.

An engrossed bill for the better equalizing the elective franchise in certain counties, was read a third time, and the usual question being propounded from the chair, that such bill do pass,

Representation bill read 3d time

The honorable Mr Young moved, by way of amendment thereto, the following resolution:

1st amendment moved

Resolved, for the reasons already entered in the journals of this house, when the bill professing to be for the better equalizing the elective franchise was read a second time, that the further consideration thereof, be postponed until this day three months:

Which

And lost on division

Which amendment being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven.

For the amendment,

Mr. Gilderd,	Mr. McLelan,
“ B. Smith,	Hon. Mr. Young,
“ McKenzie,	Mr. Chambers,
“ Rinhard,	“ Annand,
“ Bailey,	Hon. M. Howe,
“ Webster,	Mr. Robertson,
“ Parker,	“ Wier,
“ McDonald,	“ Davison,
“ Locke,	“ Esson,
“ Munro,	“ Chipman.
“ Morrison,	

Against the amendment,

Mr. Wade,	Mr. Bill,
Hon. Mr. Henry,	“ Tobin,
Mr. Ruggles,	“ McFarlane,
“ Killam,	“ McClearn,
“ Bourneuf,	“ Ryder,
“ Brown,	Hon. Pro. Secretary,
Hon. J. Campbell,	“ Atty. General,
Mr. Churchill,	Mr. Shaw,
“ Martell,	Hon. Mr. McKinnon,
“ Caldwell,	“ Fin. Secretary,
“ Moses,	Mr. P. Smyth,
“ McKeagney,	“ Robecheau,
“ White,	Hon. C. J. Campbell,
“ Wilkins,	

So it passed in the negative.

Second amendment moved

The hon. Mr. Young then further moved, by way of amendment, the following resolution :

Whereas, the representation of twelve out of the eighteen counties of the province is affected by the bill, but the counties of Yarmouth, Shelburne and Queen's, are exempted from its operation, and form an exception at once invidious and unjust :

Therefore resolved, That the bill be recommitted, that the principle of county representation may be extended to the whole province, except only in the city of Halifax.

And lost on division

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven.

For the amendment,

Mr Gilderd,	Mr. McLelan,
“ B. Smith,	Hon. Mr. Young,
“ McKenzie,	Mr. Chambers,
“ Rinhard,	“ Annand,
“ Bailey,	Hon. Mr. Howe.
“ Webster,	Mr. Robertson,
“ Parker,	“ Wier,
“ McDonald,	“ Davidson,
“ Locke,	“ Esson,
“ Munro,	“ Chipman.
“ Morrison,	

Against the amendment,

Mr. Wade,	Mr. Bill,
Hon. Mr. Henry,	“ Tobin,
Mr. Ruggles,	“ McFarlane,
“ Killam,	“ McClearn,
“ Bourneuf,	“ Ryder,
“ Brown,	Hon. Pro. Secretary,
Hon. J. Campbell,	“ Atty. General,
Mr Churchill,	Mr. Shaw,
“ Martell,	Hon. Mr. McKinnon,
“ Caldwell,	Hon. Fin. Secretary,
“ Moses,	Mr. P. Smyth,
“ McKeagney,	“ Robecheau.
“ White,	Hon. C. J. Campbell,
“ Wilkins,	

So it passed in the negative.

8d amendment moved

The hon. Mr. Howe then moved, by way of amendment to the second clause of the bill, the following resolution :

Resolved, That the four members allowed by the bill for the respective counties of Colchester, Pictou, King's and Hants, shall all be county members, to be chosen in each county by all the electors thereof unitedly :

And lost on division

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven.

For

For the amendment,

Against the amendment,

Mr. Gilderd,	Mr. McLelan,	Mr. Wade,	Mr. Bill,
B. Smith,	Hon. Mr. Young,	Hon. Mr. Henry,	Tobin,
McKenzie,	Mr. Chambers,	Mr. Ruggles,	McFarlane,
Rinhard,	Annand,	Killam,	McClearn,
Bailey,	Hon. Mr. Howe,	Bourneuf,	Ryder,
Webster,	Mr. Robertson,	Brown,	Hon. Pro. Secretary,
Parker,	Wier,	Hon. J. Campbell,	Atty. General,
McDonald,	Davison,	Mr. Churchill,	Mr. Shaw,
Locke,	Esson,	Martell,	Hon. Mr. McKinnon,
Munro,	Chipman.	Caldwell,	Fin. Secretary,
Morrison,		Moses,	Mr. P. Smyth,
		McKeagney,	Robecheau,
		White,	Hon. C. J. Campbell.
		Wilkins,	

So it passed in the negative.

Mr. McLelan then moved, by way of amendment to the second clause of the bill, 4th amendment moved the following resolution :

Resolved, That in each of the four counties of Hants, Kings, Pictou and Colchester, there shall be two county members, and two electoral divisions, returning one member each :

Which being seconded, and the house dividing thereon, there appeared for the amend- And lost on division ment, twenty-one ; against it, twenty-seven.

For the amendment,

Against the amendment,

Mr. Gilderd,	Mr. McLelan,	Mr. Wade,	Mr. Bill,
B. Smith,	Hon. Mr. Young,	Hon. Mr. Henry,	Tobin,
McKenzie,	Mr. Chambers,	Mr. Ruggles,	McFarlane,
Rinhard,	Annand,	Killam,	McClearn,
Bailey,	Hon. Mr. Howe,	Bourneuf,	Ryder,
Webster,	Mr. Robertson,	Brown,	Hon. Prov. Sec'ty.
Parker,	Wier,	Hon. J. Campbell,	Atty. General,
McDonald,	Davison,	Mr. Churchill,	Mr. Shaw,
Locke,	Esson,	Martell,	Hon. Mr. McKinnon,
Munro,	Chipman.	Caldwell,	Fin. Sec'ty,
Morrison,		Moses,	Mr. P. Smyth,
		McKeagney,	Robecheau,
		White,	Hon. C. J. Campbell.
		Wilkins,	

So it passed in the negative.

Mr. Webster then moved, by way of amendment to the second clause of the bill, 5th amendment moved the following resolution :

Resolved, That the bill be amended by providing that there shall be four county members for King's county, to be chosen by all the electors of the county unitedly :

Which being seconded, and the house dividing thereon, there appeared for the amend- And lost on division ment, twenty-one ; against it, twenty-seven.

<i>For the amendment,</i>		<i>Against the amendment,</i>	
Mr. Gilderd,	Mr. McLelan,	Mr. Wade,	Mr. Bill,
B. Smith,	Hon. Mr. Young,	Hon. Mr. Henry,	Tobin,
McKenzie,	Mr. Chambers,	Mr. Ruggles,	McFarlane,
Rinhard,	Annand,	Dillam,	McClearn,
Bailey,	Hon. Mr. Howe,	Bourneuf,	Ryder,
Webster,	Mr. Robertson,	Brown,	Hon. Prov. Sec'y.
Parker,	Wier,	Hon. J. Campbell,	Atty. General,
McDonald,	Davison,	Mr. Churchill,	Mr. Shaw,
Locke,	Esson,	Martell,	Hon. Mr. McKinnon,
Munro,	Chipman.	Caldwell,	Fin. Secretary,
Morrison,		Moses,	Mr. P. Smyth,
		McKeagney,	Robecheau,
		White,	Hon. C. J. Campbell.
		Wilkins,	

So it passed in the negative.

6th amendment moved Mr. Chipman then moved, by way of amendment to the second clause of the bill, the following resolution :

Resolved, That inasmuch as the last amendment has been refused, the bill shall be amended by providing that King's county shall return one member, and three electoral divisions therein, namely: Cornwallis, Horton and Aylesford, shall return one member each:

And lost on division Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one; against it, twenty-seven.

<i>For the amendment,</i>		<i>Against the amendment,</i>	
Mr. Gilderd,	Mr. McLelan,	Mr. Wade,	Mr. Bill,
B. Smith,	Hon. Mr. Young,	Hon. Mr. Henry,	Tobin,
McKenzie,	Mr. Chambers,	Mr. Ruggles,	McFarlane,
Rinhard,	Annand,	Killam,	McClearn,
Bailey,	Hon. Mr. Howe,	Bourneuf,	Ryder,
Webster,	Mr. Robertson,	Brown,	Hon. Prov. Secretary,
Parker,	Wier,	Hon. J. Campbell,	Atty. General,
McDonald,	Davison,	Mr. Churchill,	Mr. Shaw,
Locke,	Esson,	Martell,	Hon. Mr. McKinnon,
Munro,	Chipman.	Caldwell,	Hon. Fin. Secretary,
Morrison,		Moses,	Mr. P. Smyth,
		McKeagney,	Robecheau,
		White,	Hon. C. J. Campbell.
		Wilkins,	

So it passed in the negative.

7th amendment moved Mr. Chipman then further moved, by way of amendment to the second clause of the bill, the following resolution :

Resolved, That inasmuch as both the former amendments have been refused, the bill shall be amended by providing that King's county shall return two members, and two electoral divisions therein one member each—the first division to comprise the township of Cornwallis, and the second the townships of Horton and Aylesford :

And lost on division Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one; against it, twenty-seven.

For the amendment,

Against the amendment,

Mr. Gilderd,
B. Smith,
McKenzie,
Rinhard,
Bailey,
Webster,
Parker,
McDonald,
Locke,
Munro,
Morrison,

Mr. McLelan,
Hon. Mr. Young,
Mr. Chambers,
Annand,
Hon. Mr. Howe,
Mr. Robertson,
Wier,
Davison,
Esson,
Chipman.

Mr. Wade,
Hon. Mr. Henry,
Mr. Ruggles,
Killam,
Bourneuf,
Brown,
Hon. J. Campbell,
Mr. Churchill,
Martell,
Caldwell,
Moses,
McKeagney,
White,
Wilkins,

Mr. Bill,
Tobin,
McFarlane,
McClearn,
Ryder,
Hon. Pro. Secretary,
Atty. General,
Mr. Shaw,
Hon. Mr. McKinnon,
Fin. Secretary,
Mr. P. Smyth,
Robecheau,
Hon. C. J. Campbell.

So it passed in the negative.

Mr. Chipman then further moved, by way of amendment to the second clause of the bill, the following resolution : 8th amendment moved

Resolved, That inasmuch as all the former amendments have been refused, the bill shall be amended by providing that in King's county there shall be two electoral divisions, returning each two members—the first division to comprise the township of Cornwallis, and the second the townships of Horton and Aylesford :

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven. And lost on division

For the amendment,

Against the amendment,

Mr. Gilderd,
B. Smith,
McKenzie,
Rinhard,
Bailey,
Webster,
Parker,
McDonald,
Locke,
Munro,
Morrison,

Mr. McLelan,
Hon. Mr. Young,
Mr. Chambers,
Annand,
Hon. Mr. Howe,
Mr. Robertson,
Wier,
Davison,
Esson,
Chipman.

Mr. Wade,
Hon. Mr. Henry,
Mr. Ruggles,
Killam,
Bourneuf,
Brown,
Hon. J. Campbell,
Mr. Churchill,
Martell,
Caldwell,
Moses,
McKeagney,
White,
Wilkins,

Mr. Bill,
Tobin,
McFarlane,
McClearn,
Ryder,
Hon. Pro. Secretary,
Atty. General,
Mr. Shaw,
Hon. Mr. McKinnon,
Fin. Secretary,
Mr. P. Smyth,
Robecheau,
Hon. C. J. Campbell,

So it passed in the negative.

Mr. Wier then moved, by way of amendment to the third clause of the bill, the following resolution : 9th amendment moved

Resolved, That in the county of Halifax there shall be two members for the eastern division, one for the western division outside of the city, and two for the city of Halifax :

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven. And lost on division

<i>For the amendment,</i>		<i>Against the amendment,</i>	
Mr. Gilderd,	Mr. McLelan,	Mr. Wade,	Mr. Bill,
B. Smith,	Hon. Mr. Young,	Hon. Mr. Henry,	Tobin,
McKenzie,	Mr. Chambers,	Mr. Ruggles,	McFarlane,
Rinhard,	Annand,	Killam,	McClearn,
Bailey,	Hon. Mr. Howe,	Bourneuf,	Ryder,
Webster,	Mr. Robertson,	Brown,	Hon. Pro. Secretary,
Parker,	Wier,	Hon. J. Campbell,	Atty. General,
McDonald,	Davison,	Mr. Churchill,	Mr. Shaw,
Locke,	Esson,	Martell,	Hon. Mr. McKinnon,
Munro,	Chipman.	Caldwell,	Fin. Secretary,
Morrison,		Moses,	Mr. P. Smyth,
		McKeagney,	Robecheau,
		White,	Hon. C. J. Campbell.
		Wilkins,	

So it passed in the negative.

10th amendment
moved

Mr. Annand then moved, by way of amendment to the third clause of the bill, the following resolution :

Resolved, That there be two members for the eastern division of the county of Halifax according to the present school district, two for the western division, and one for the city according to its present limits :

And lost on division

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven.

<i>For the amendment,</i>		<i>Against the amendment,</i>	
Mr. Gilderd,	Mr. McLelan,	Mr. Wade,	Mr. Bill,
B. Smith,	Hon. Mr. Young,	Hon. Mr. Benry,	Tobin,
McKenzie,	Mr. Chambers,	Mr. Ruggles,	McFarlane,
Rinhard,	Annand,	Killam,	McClearn,
Bailey,	Hon. Mr. Howe,	Bourneuf,	Ryder,
Webster,	Mr. Robertson,	Brown,	Hon. Prov. Secretary,
Parker,	Wier,	Hon. J. Campbell,	Atty. General,
McDonald,	Davidson,	Mr. Churchill,	Mr. Shaw,
Locke,	Esson,	Martell,	Hon. Mr. McKinnon,
Munro,	Chipman.	Caldwell,	Fin. Secretary,
Morrison,		Moses,	Mr. P. Smyth,
		McKeagney,	Robecheau,
		White,	Hon. C. J. Campbell.
		Wilkins,	

So it passed in the negative.

11th amendment
moved

Mr. McDonald then moved, by way of amendment to the sixth clause of the bill, the following resolution :

Resolved, That four members for the county of Pictou, provided for in the bill, be returned as follows, to wit :—two members to be returned by the electors for the whole county as at present, and one member to be returned by the electors of the eastern and western division respectively, as such divisions are defined in the bill :

And lost on division

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven.

For

For the amendment,

Mr. Gilderd,	Mr. McLelan,
B. Smith,	Hon. Mr. Young,
McKenzie,	Mr. Chambers,
Rinhard,	Annand,
Bailey,	Hon. Mr. Howe,
Webster,	Mr. Robertson,
Parker,	Wier,
McDonald,	Davison,
Locke,	Esson,
Munro,	Chipman.
Morrison,	

Against the amendment,

Mr. Wade,	Mr. Bill,
Hon. Mr. Henry,	Tobin,
Mr. Ruggles,	McFarlane,
Killam,	McClern,
Bourneuf,	Ryder,
Brown,	Hon. Prov. Secretary,
Hon. J. Campbell,	Atty. General,
Mr. Churchill,	Mr. Shaw,
Martell,	Hon. Mr. McKinnon,
Caldwell,	Fin. Secretary,
Moses,	Mr. P. Smyth,
McKeagney,	Robecheau,
White,	Hon. C. J. Campbell.
Wilkins,	

So it passed in the negative.

Mr. B. Smith then moved, by way of amendment, to the second clause of the bill, the following resolution : 12th amendment moved

Resolved, That in the county of Hants, there shall be two county members, and two electoral divisions returning one member each, making the four members allowed by the bill :

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven. And lost on division

For the amendment,

Mr. Gilderd,	Mr. McLelan,
B. Smith,	Hon. Mr. Young,
McKenzie,	Mr. Chambers,
Rinhard,	Annand,
Bailey,	Hon. Mr. Howe,
Webster,	Mr. Robertson,
Parker,	Wier,
McDonald,	Davison,
Locke,	Esson,
Munro,	Chipman.
Morrison,	

Against the amendment,

Mr. Wade,	Mr. Bill,
Hon. Mr. Henry,	Tobin,
Mr. Ruggles,	McFarlane.
Killam,	McClern,
Bourneuf,	Ryder,
Brown,	Hon. Prov. Secretary,
Hon. J. Campbell,	Atty. General,
Mr. Churchill,	Mr. Shaw,
Martell,	Hon. Mr. McKinnon,
Caldwell,	Fin. Secretary,
Moses,	Mr. P. Smyth,
McKeagney,	Robecheau,
White,	Hon. C. J. Campbell,
Wilkins,	

So it passed in the negative.

Mr. Parker then moved, by way of amendment to the fourth clause of the bill, the following resolution : 13th amendment moved

Resolved, That the first electoral division of the county of Hants shall comprise the townships of Falmouth, Windsor and Newport, and the second shall comprehend the rest of the county :

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven. And lost on division

For the amendment,

Mr. Gilderd,	Mr. McLelan,
B. Smith,	Hon. Mr. Young,
McKenzie,	Mr. Chambers,
Rinhard,	Annand,
Bailey,	Hon. Mr. Howe,
Webster,	Mr. Robertson,
Parker,	Wier,
McDonald,	Davison,
Locke,	Esson,
Munro,	Chipman.
Morrison,	

Against the amendment,

Mr. Wade,	Mr. Bill,
Hon. Mr. Henry,	Tobin,
Mr. Ruggles,	McFarlane,
Killam,	McCleary,
Bourneuf,	Ryder,
Brown,	Hon. Prov. Secretary,
Hon. J. Campbell,	Atty. General,
Mr. Churchill,	Mr. Shaw,
Martell,	Hon. Mr. McKinnon,
Caldwell,	Fin. Secretary,
Moses,	Mr. P. Smyth,
McKeagney,	Robecheau,
White,	Hon. C. J. Campbell.
Wilkins,	

So it passed in the negative.

14th amendment
moved

Mr. Chambers then moved, by way of amendment to the fourth clause of the bill, the following resolution :

Resolved, That the first electoral division in the county of Hants, shall comprise Falmouth, Windsor, St. Croix, Brooklyn, Scotch Village and Kempt, and the second Rawdon church, No. 7, South Rawdon, Noel road, Nine Mile River, and Maitland.

And lost on division

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven.

For the amendment,

Mr. Gilderd,	Mr. McLelan,
B. Smith,	Hon. Mr. Young,
McKenzie,	Mr. Chambers,
Rinhard,	Annand,
Bailey,	Hon. Mr. Howe,
Webster,	Mr. Robertson,
Parker,	Wier,
McDonald,	Davison,
Locke,	Esson,
Munro,	Chipman.
Morrison,	

Against the amendment,

Mr. Wade,	Mr. Bill,
Hon. Mr. Henry,	Tobin,
Mr. Ruggles,	McFarlane,
Killam,	McCleary,
Bourneuf,	Ryder,
Brown,	Hon. Pro. Secretary,
Hon. J. Campbell,	Atty. General,
Mr. Churchill,	Mr. Shaw,
Martell,	Hon. Mr. McKinnon,
Caldwell,	Fin. Secretary,
Moses,	Mr P. Smyth,
McKeagney,	Robecheau,
White,	Hon. C. J. Campbell.
Wilkins,	

So it passed in the negative.

15th amendment
moved

Mr. Chambers then further moved, that by way of amendment to the fourth clause of the bill, the following resolution :

Resolved, That of the two electoral divisions in the county of Hants, the first shall comprise Windsor, St. Croix, Brooklyn, Falmouth, South Rawdon, Rawdon church, No. 7, and Nine Mile River ; and the second shall comprise Scotch Village, Kempt, Noel road, and Maitland :

And lost on division

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven.

For

For the amendment,

Against the amendment,

Mr. Gilderd,	Mr McLelan,	Mr. Wade,	Mr. Bill,
B. Smith,	Hon. Mr. Young,	Hon. Mr. Henry,	Tobin,
McKenzie,	Mr. Chambers,	Mr. Ruggles,	McFarlane,
Rinhard,	“ Annand,	Killam,	McClearn,
Bailey,	Hon. Mr. Howe.	Bourneuf,	Ryder,
Webster,	Mr. Robertson,	Brown,	Hon. Pro. Secretary,
Parker,	Wier,	Hon. J. Campbell,	Atty. General,
McDonald,	Davidson,	Mr. Churchill,	Mr. Shaw,
Locke,	Esson,	Martell,	Hon. Mr. McKinnon,
Munro,	Chipman.	Caldwell,	Fin. Secretary,
Morrison,		Moses,	Mr. P. Smyth,
		McKeagney,	Robecheau,
		White,	Hon. C. J. Campbell.
		Wilkins,	

So it passed in the negative.

Mr. McLelan then moved, by way of amendment to the fifth clause of the bill, the following resolution : 16th amendment moved

Resolved, That the electoral divisions now existing in the county of Colchester, shall continue under this bill :

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven. And lost on division

For the amendment,

Against the amendment,

Mr. Gilderd,	Mr. McLelan,	Mr. Wade,	Mr. Bill,
B. Smith,	Hon. Mr. Young,	Hon. Mr. Henry,	Tobin,
McKenzie,	Mr. Chambers,	Mr. Ruggles,	McFarlane,
Rinhard,	Annand,	Killam,	McClearn,
Bailey,	Hon. Mr. Howe,	Bourneuf,	Ryder,
Webster,	Mr. Robertson,	Brown,	Hon. Pro. Secretary,
Parker,	Wier,	Hon. J. Campbell,	Atty. General,
McDonald,	Davison,	Mr. Churchill,	Mr. Shaw,
Locke,	Esson,	Martell,	Hon. Mr. McKinnon,
Munro,	Chipman.	Caldwell,	Fin. Secretary,
Morrison,		Moses,	Mr. P. Smyth,
		McKeagney,	Robecheau,
		White,	Hon. C. J. Campbell,
		Wilkins,	

So it passed in the negative.

Mr. Morrison then moved, by way of amendment to the fifth clause of the bill, the following resolution : 17th amendment moved

Resolved, That in place of Earltown, the lower district of Onslow be annexed to the southern electoral division in the county of Colchester :

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one ; against it, twenty-seven. And lost on division

For the amendment,

Mr. Gilderd,
B. Smith,
McKenzie,
Rinhard,
Bailey,
Webster,
Parker,
McDonald,
Locke,
Munro,
Morrison,

Mr. McLelan,
Hon. Mr. Young,
Mr. Chambers,
Annand,
Hon. Mr. Howe,
Mr. Robertson,
Wier,
Davison,
Esson,
Chipman.

Against the amendment,

Mr. Wade,
Hon. Mr. Henry,
Mr. Ruggles,
Killam,
Bourneuf,
Brown,
Hon J. Campbell,
Mr. Churchill,
Martell,
Caldwell,
Moses,
McKeagney,
White,
Wilkins,

Mr. Bill,
Tobin,
McFarlane,
McClearn,
Ryder,
Hon. Pro. Secretary,
Atty. General,
Mr. Shaw,
Hon. Mr. McKinnon,
Fin. Secretary,
Mr. P. Smyth,
Robecheau,
Hon. C. J. Campbell.

So it passed in the negative.

Bill passed on
division

The original question being then propounded from the chair, that the bill do pass, and the house dividing thereon, there appeared for the resolution, twenty-seven ; against it, twenty-one.

For the resolution,

Mr. Wade,
Hon. Mr. Henry,
Mr. Ruggles,
Killam,
Bourneuf,
Brown,
Hon. J. Campbell,
Mr. Churchill,
Martell,
Caldwell,
Moses,
McKeagney,
White,
Wilkins,

Mr. Bill,
Tobin,
McFarlane,
McClearn,
Ryder,
Hon. Pro. Secretary,
Atty. General,
Mr. Shaw,
Hon. Mr. McKinnon,
Fin. Secretary,
Mr. P. Smith,
Robecheau,
Hon. C. J. Campbell.

Against the resolution,

Mr. Gilderd,
B. Smith,
McKenzie,
Rinhard,
Bailey,
Webster,
Parker,
McDonald,
Locke,
Munro,
Morrison,

Mr. McLelan,
Hon. Mr. Young,
Mr. Chambers,
Annand,
Hon. Mr. Howe,
Mr. Robertson,
Wier,
Davison,
Esson,
Chipman.

So it passed in the affirmative.

And accordingly,

Resolved, That the bill do pass, and that the title be, an act for the better equalizing the elective franchise in certain counties.

And sent to council

Ordered, That the clerk do carry the bill to the council, and desire their concurrence.

Then the house adjourned until to-morrow, at three of the clock.

TUESDAY, 15th MARCH, 1859.

PRAYERS.

Amendments to mines
regulation bill read

The amendments proposed by the council to the bill, entitled, an act in addition to the act to regulate the mines of the province, were read a second time, and considered by the house.

And

And thereupon, on motion,

Resolved, That such amendments be agreed to.

Ordered, That the clerk do carry the bill and amendments back to the council, and acquaint them that this house have agreed to such amendments.

A petition of inhabitants of Horton, in King's county, was presented by Mr. Brown and read, praying the prohibition of the traffic in intoxicating liquors, and that the question may be submitted to a ballot vote of the people at the next general election.

Petition for liquor law

Ordered, That the petition be referred to the committee on temperance.

Temperance com.

The following bills were severally read a second time :

Bills read 2d time

A bill to add a polling place in the county of Halifax.

Halifax polling place

A bill to amend the act concerning the city of Halifax.

Halifax cricket club

A bill further to amend the act to incorporate the Nova-Scotia electric telegraph company.

Electric telegraph company

A bill to alter the boundaries of certain electoral districts in the county of Shelburne.

Shelburne electoral districts

A bill for naming Port Mulgrave, in the county of Guysborough.

Port Mulgrave

Ordered, That the bills be referred to the committee on private and local bills.

Referred to private bills committee

The bill further to amend the act to establish a more just and equal system of assessment was also read a second time.

Assessment bill read 2d time

Ordered, That the bill be referred to the committee to consider amendments proposed to the general laws of the province.

Referred to law com.

The hon. Mr. Young, pursuant to leave given, presented to the house a bill to amend the act relating to trusts and trustees ; and the same was read a first, and ordered to be read a second time.

Trusts and trustees bill

On motion, the house resolved itself into a committee on bills.

Committee on bills

Mr. Speaker left the chair.

Mr. Ryder took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee, that they had gone through the following bills :

A bill to incorporate the Chipman Brook pier company.

Chipman brook company

A bill to legalize certain proceedings of the overseers of the poor for the district of Barrington ; and

Barrington poor districts

A bill to incorporate the Digby Sea Wall pier company ;

Digby seawall company

and had directed him to report such bills severally to the house without any amendments ; and that they had also gone through the following bills :

A bill to legalize certain proceedings of the sessions for the county of Inverness ; and

Inverness sessions

A bill to legalize the proceedings of the sessions for the county of Cumberland in reference to assessments,

Cumberland sessions

and had made amendments to such two last mentioned bills respectively—which amendments they had directed him to report to the house with the bills ; and he delivered the bills, together with the amendments to the two last mentioned bills, in at the clerk's table, where such amendments were read.

Ordered, That the bills reported without amendments be engrossed.

Ordered, That the bills reported with amendments be engrossed with the amendments.

On motion, the house resolved itself into the committee of supply.

Committee of supply

Mr. Speaker left the chair.

Mr. Chipman took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had come to a resolution, which they

Resolutions reported

they had directed him to report to the house ; and he delivered the same in at the clerk's table.

Leave to sit again

The chairman also acquainted the house that he was directed by the committee to move for leave to sit again on the consideration of the supply—to which the house agreed.

The resolution reported from the committee was then read, and is as follows :

£25 000 roads and bridges

Resolved, That the sum of twenty-five thousand pounds be granted for the road and bridge service for the present year.

Agreed to

The resolution being read a second time, was then upon the question put thereon, agreed to by the house.

Ordered, That the clerk do carry the resolution to the council, and desire their concurrence.

Report of fishery com.

Mr. Ryder reported from the committee on the fisheries ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

(See Appendix No. 40.)

Ordered, That the report do lie on the table.

Committee of supply

On motion, the house resolved itself into the committee of supply.

Mr. Speaker left the chair.

Mr. Chipman took the chair of the committee.

Mr. Speaker resumed the chair.

63 resolutions reported

The chairman reported from the committee that they had come to sixty-three resolutions, which they had directed him to report to the house ; and he delivered the same in at the clerk's table.

Leave to sit again

The chairman also acquainted the house that he was directed by the committee to move for leave to sit again on the consideration of the supply—to which the house agreed.

Resolutions read, viz :

The resolutions reported from the committee were then read, and are as follow :

£200 Speaker

1°. *Resolved*, That two hundred pounds be granted and paid to the speaker of the house of assembly, for his salary as speaker, for the present year.

£300 Clerk

2°. *Resolved*, That three hundred pounds be granted and paid to the clerk of the house of assembly, for his services for the same year.

£25 Chaplain

3°. *Resolved*, That twenty-five pounds be granted and paid to the chaplain of the house of assembly, for his services during the present session.

£200 Clerk assistant

4°. *Resolved*, That two hundred pounds be granted and paid to the clerk assistant of the house of assembly, for his services during the present session.

£300 Clerk of bills

5°. *Resolved*, That two hundred pounds be granted and paid to the clerk of bills of the house of assembly, for his services during the present session.

£75 Sergeant-at-arms

6°. *Resolved*, That seventy-five pounds be granted and paid to the sergeant-at-arms of the house of assembly, for his services for the present session.

£45 Assistant sergeant

7°. *Resolved*, That forty-five pounds be granted and paid to the assistant sergeant-at-arms for his services for the present session

£40 Messenger of council

8°. *Resolved*, That forty pounds be granted and paid to the messenger of the governor and the executive and legislative councils, for his services during the present year.

£40 J. Fitzgerald

9°. *Resolved*, That forty pounds be granted and paid to John Fitzgerald, for his services as messenger of the house of assembly during the present session.

10°.

- 10 °. *Resolved*, That one hundred pounds be granted and paid to the clerk of the board of revenue, for his services during the present year. £100 Clerk board revenue
- 11 °. *Resolved*, That such sum be granted and paid on the certificate of the board of revenue, as may be sufficient to pay at the rate of seven shillings and six pence per day, to such persons as shall be employed by the receiver general as extra waiters for the port of Halifax during the present year—five shillings per day for such extra waiters when unemployed, and at the rate of five shillings per day for temporary waiters. Extra waiters
- 12 °. *Resolved*, That three hundred pounds be granted and paid to such persons as the governor shall appoint to discharge the duties heretofore performed by the guager, weigher and proof officer for the port of Halifax. £300 guager and weigher
- 13 °. *Resolved*, That eighty pounds be granted and paid to the keeper of the assembly house, council chamber and law library, for his services for the present year. £80 Keeper of assembly room
- 14 °. *Resolved*, That four hundred pounds be granted and placed at the disposal of the governor, for the support of the establishment at Sable Island, for the present year. £400 Sable Island
- 15 °. *Resolved*, That twenty-five pounds be granted and paid to the commissioners of the poor in Halifax, to defray the expense of continuing the school in the poor asylum for the present year, for the benefit of orphans and poor children in that establishment. £25 Poor Asylum school
- 16 °. *Resolved*, That three hundred pounds be granted and placed at the disposal of the governor, for the benefit of the Indians, for the present year. £300 Indians
- 17 °. *Resolved*, That the sum of one hundred pounds be granted and paid to the clerk of the crown in the supreme court of this province, for his services for the past year. £100 Clerk of crown
- 18 °. *Resolved*, That a sum not to exceed four hundred pounds be granted and placed at the disposal of the governor, to be appropriated in paying seizing officers in the various parts of the province, for more effectually protecting the revenue, provided no such officer shall receive more than fifteen pounds. £400 Seizing officers
- 19 °. *Resolved*, That twenty pounds be granted and paid to each of the two chairmen of bills and supply, for their services for the present session. £40 Chairman of Committees
- 20 °. *Resolved*, That one hundred pounds be granted and placed at the disposal of the governor, to defray the travelling charges of members of government, non-residents of Halifax, when summoned during the recess to attend meetings of council—to be computed at the same rate as allowed to members of the assembly. £100 travelling charges
- 21 °. *Resolved*, That one hundred and twenty-five pounds be granted for stationery and other contingencies of the provincial secretary's office for the present year; the expenditure to be accounted for at the next session of the general assembly. £125 Provincial secretary's office
- 22 °. *Resolved*, That twelve pounds ten shillings be granted and paid to the judge of the vice admiralty court, for fuel and crier of the court, for the present year. £12 10 0 Crier of admiralty court
- 23 °. *Resolved*, That such sum be granted and placed at the disposal of the governor, as will be sufficient to repay the amount advanced from the treasury to defray the expense of postage of the public departments during the past year. Postage of department
- 24 °. *Resolved*, That such sum be granted and placed at the disposal of the governor, as will provide for the remuneration of a private secretary for the present year, at the rate of two hundred and fifty pounds, sterling, per annum. £250 stg. governor's secretary
- 25 °. *Resolved*, That fifty pounds be granted and paid to such persons as shall run a proper packet between Guysborough and Arichat, touching occasionally at Fox Island and and £50 Guysborough packet

and Canso, under the regulations of the sessions of the counties of Guysborough and Richmond—to be paid on the certificate of such sessions, that the packet has been properly kept and run during the present year, and with the same provisions and regulations concerning the judges on circuit, and the conveyance of mails, as contained in the grant of last year.

£20 Doug's ferry

26°. *Resolved*, That twenty pounds be granted to aid the inhabitants of Douglas, at the mouth of the River Shubenacadie, in supporting a suitable boat or scow to run between Londonderry and that place—such boat or scow to be under the regulations of the sessions for the county of Hants—to be paid upon certificate of three justices of the peace, residing in Douglas, that such boat has been running at least twice a week for six months, to their satisfaction.

£25 ferrymen at Shubenacadie

27°. *Resolved*, That twelve pounds ten shillings be granted to each of the two licensed ferrymen at the mouth of the Shubenacadie, in the counties of Colchester and Hants, for the transportation of horses and carriages across that river—to be paid upon the certificate of the general or special sessions of each county respectively, that such ferry has been duly attended, and proper boats procured and used.

£20 ferrymen at LaHave

28°. *Resolved*, That ten pounds, each, be granted to Joseph Pernette and Charles Pernettee, for keeping up the ferry over LaHave River.

£10 C. Craig ferry at Sable River

29°. *Resolved*, That the sum of ten pounds be granted to Cornelius Craig, to enable him to keep up a ferry across the narrows at the entrance of Sable River, in the county of Shelburne, under the regulations of the sessions, and to be paid on their certificate.

£10 Alex. McGuire ferry at Canso

30°. *Resolved*, That ten pounds be granted to Alexander McGuire, or such other person as shall run a ferry boat or scow between Carter's landing on the western side of the Strait of Canso, and Alexander McPherson's, on the eastern side thereof—to be paid on the certificate of the sessions for the county of Guysborough, that such boat or scow has been provided and run under their regulations, and to their satisfaction.

£10 Alex. McPherson

31°. *Resolved*, That ten pounds be granted to Alexander McPherson, to enable him to run a suitable ferry boat or scow between his landing on the eastern side of the Strait of Canso, and John Carter's, on the western side thereof—to be paid on the certificate of the sessions for the county of Richmond, that such boat or scow has been provided and run under their regulations.

£20 Port LeHebert ferry

32°. *Resolved*, That ten pounds be granted to each of such two persons as shall respectively keep up a ferry at Port LeHebert, provided a boat be kept to carry horses and cattle across the harbor—to be paid on the certificate of the sessions of the county of Shelburne, that such boat has been properly kept and run under their regulations.

£10 D. McPhee, ferry at Sydney Mines

33°. *Resolved*, That ten pounds be granted to Duncan McPhee, to enable him to maintain a ferry between Low Point and the Sydney mines, at the mouth of Spanish river, in the county of Cape Breton—to be paid on the certificate of three justices of the peace for the county of Cape Breton, that he has faithfully discharged the duties assigned him by the sessions.

£20 ferry at Cape Sable Island

34°. *Resolved*, That twenty pounds be granted to such persons as shall keep a ferry across the narrows of the passage between Cape Sable Island and the main—such persons being furnished with suitable boats for the accommodation of passengers—to be paid on the certificate of the sessions for the county of Shelburne, that such boats have been properly kept and run under their regulations.

£15 ferry at Amherst

35°. *Resolved*, That fifteen pounds be granted to aid in maintaining a ferry during the present year, between Amherst and Minudie—such ferry to be under the regulations

of the sessions for the county of Cumberland, and the foregoing sum to be paid on their certificate, that the same has been conducted to their satisfaction.

- 36 °. *Resolved*, That ten pounds be granted to each of the two licensed ferrymen at the mouth of Grandique river, in the county of Richmond—to be paid on the certificate of the sessions for the county, that the work has been faithfully performed, and the public properly accommodated. £20 ferry at Grandique
- 37 °. *Resolved*, That twelve pounds and ten shillings be granted to the ferryman at Sheet Harbor, and ten pounds to the ferryman at the mouth of the North-west Arm, in the county of Halifax. £22 10 ferrymen at Sheet Harbor and North-west Arm
- 38 °. *Resolved*, That five pounds be granted to each of such two persons, one on each side of Liscomb's Harbor, in the county of Guysborough, as shall maintain a ferry across the harbor during the present year—to be paid on the certificate of three justices of the peace of the county, that suitable boats have been provided, that the ferry has been conducted under the regulation of the sessions, and that the public have been properly accommodated. £10 ferry at Liscomb's harbor
- 39 °. *Resolved*, That five pounds be granted to John Leary, the ferryman at Basin Gut, Sambro, in the county of Halifax. £5 ferryman at Sambro
- 40 °. *Resolved*, That ten pounds be granted to Charles Smith, to enable him to keep a ferry over Necum Teuch river, eastern shore, in the county of Halifax. £10 ferrymen at Necum Teuch
- 41 °. *Resolved*, That seven pounds and ten shillings be granted to aid in maintaining a ferry during the present year, over Liscomb's Harbor, opposite the highway at Clay Head, in the county of Guysborough—such ferry to be under the regulations of the sessions, and the amount to be paid on their certificate, that the work has been conducted to their satisfaction. £7 10 ferry at Liscomb's harbor
- 42 °. *Resolved*, That five pounds be granted to the ferryman at Bear river. £5 ferrymen at Bear river
- 43 °. *Resolved*, That three hundred and seventy-five pounds be granted to such persons as shall run a suitable steamboat between Halifax and Saint John's, Newfoundland, touching at Cape Breton going and returning—to be paid when it shall appear to the governor in council that the service has been properly discharged. £375 steamer, Halifax and St. John's, Nfld.
- 44 °. *Resolved*, That five pounds be granted to each of the two ferrymen, one each side of Petite Passage, and five pounds each to the ferrymen at the Grand Passage, county of Digby—to be paid on the certificate of three justices of the peace for the county, that suitable boats have been furnished, that the respective ferries have been conducted under the regulations of the sessions, and that the public have been properly accommodated. £10 Petite ferry
£10 Grand passage ferry
- 45 °. *Resolved*, That five pounds be granted to John Young, of Lingan, in the county of Cape Breton, to enable him to keep a ferry across the passage or strait between Lingan and Bridgeport. £5 Lingan ferry
- 46 °. *Resolved*, That five pounds be granted to the ferryman at St. Ann's harbor, in the county of Victoria. £5 St. Ann's ferry
- 47 °. *Resolved*, That five pounds be granted to the ferryman at Margaree River, in the county of Inverness. £5 Margaree ferry
- 48 °. *Resolved*, That four pounds be granted to each of the ferrymen at the Grand Narrows, in the county of Cape Breton. £8 Grand Narrows ferry
- 49 °. *Resolved*, That five pounds be granted to the ferryman at the North Bar and the town of Sydney, in the county of Cape Breton. £5 North Bar ferry

£15 Great Bras d'Or
ferry

50°. *Resolved*, That fifteen pounds be granted and paid to the ferryman at the entrance of the Great Bras d'Or, in the county of Victoria.

£5 Pugwash ferry

51°. *Resolved*, That five pounds be granted in aid of the ferry across Pugwash harbor.

£40 scow, Cape Breton

52°. *Resolved*, That forty pounds be granted to aid the inhabitants of Cape Breton, in supporting a suitable boat or scow to run between McMillan's point, in Cape Breton, and Auld's Cove, in the county of Sydney—such boat or scow to be placed under the regulations of the supervisors of the main post road, and of the sessions of the county of Inverness.

£10 Milford and Ship
harbor

53°. *Resolved*, That ten pounds be granted to the ferryman at Milford, to aid in maintaining a ferry during the present year between Milford and Ship Harbor, in the county of Inverness, and to aid in procuring suitable boats for the purpose—such ferry to be under the regulations of the sessions for the county of Guysborough, and the amount to be paid on their certificate that the work has been conducted to their satisfaction.

£10 Josiah Embree

54°. *Resolved*, That ten pounds be granted Josiah Embree, the ferryman at Ship Harbor, to aid in maintaining a ferry during the present year between Ship Harbor and Milford, in the county of Guysborough, and to aid in providing suitable boats for the purpose—such ferry to be under the regulations of the sessions of the county of Inverness, and the amount to be paid on their certificate, that the same has been conducted to their satisfaction.

£10 ferry St. Mary's

55°. *Resolved*, That five pounds be granted to each of the two ferrymen at Saint Mary's river, Guysborough.

£7 10 Victoria ferry

56°. *Resolved*, That seven pounds and ten shillings be granted in aid of the ferry at the entrance of Southern Bay, Ingonishe, Victoria.

£5 ferryman at Mire
river

57°. *Resolved*, That five pounds be granted to the ferryman at the Gut of Mire river, in Cape Breton county.

£10 Little Bras d'Or

58°. *Resolved*, That ten pounds be granted to the ferryman at Little Bras d'Or, Cape Breton.

£5 ferry Sydney river

59°. *Resolved*, That five pounds be granted to the ferryman at Sydney river, Cape Breton.

£6 ferry Tusket

60°. *Resolved*, That three pounds be granted to each of the two ferrymen at Tusket, in the county of Yarmouth.

£10 ferryman Ship
harbor

61°. *Resolved*, That ten pounds be granted to the ferryman at the mouth of Ship Harbor, Halifax.

£10 ferry Jordan river

62°. *Resolved*, That five pounds be granted to each of the two ferrymen on each side of the Jordan river, Shelburne county.

£10 ferry Wallace
harbor

63°. *Resolved*, That ten pounds be granted in aid of the ferry across Wallace harbor, in the county of Cumberland.

Resolutions agreed to

The several resolutions being read a second time, were then, upon the question put thereon, respectively agreed to by the house.

Then the house adjourned until to-morrow, at three of the clock.

WEDNESDAY, 16th MARCH, 1859.

PRAYERS.

Ordered, That the several petitions presented to the house for alterations in the laws relating to the performance of labor on the highways, be referred to the law committee to examine and report thereon. Petitions referred to law committee

A petition of inhabitants of Lower Horton, in King's county, was, by special leave, presented by Mr. Brown and read, praying an act to incorporate the trustees of Brooklyn meeting house. Petition for incorporating Brooklyn church

Ordered, That the petition do lie on the table, and that Mr. Brown have leave to bring in a bill in accordance with the prayer thereof. Leave for bill

The honorable the attorney general, pursuant to leave given, presented to the house
 A bill to facilitate the taking of evidence and the registry of deeds, and Bills presented
Evidence
 A bill to amend chapter 118 of the revised statutes, "of the sale of lands to satisfy execution debts." Execution debts

And such bills were severally read a first, and *nem. con.*, a second time.

Ordered, That the bills be referred to the committee on amendments proposed to the general laws. Referred to law com.

The bill to amend the act relating to trusts and trustees, was read a second time. Trust and trustees bill
read second time
Ordered, That the bill be committed to a committee of the whole house. Bill committed

A petition of Ebenezer Frail, of East River, in the county of Lunenburg, was by special leave, presented by Mr. Gilderd and read, praying the interference of the house to prevent his being deprived of a grant of crown land, to which he considers himself entitled. Petition of E. Frail

Ordered, That the petition be referred to the committee on crown property. Crown property com.

On motion, the house resolved itself into the committee of ways and means. Committee of ways and means

Mr. Speaker left the chair.

Mr. Chipman took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had made some progress in the consideration of business referred to them. Report progress

The chairman also acquainted the house, that he was directed by the committee to move for leave to sit again on the consideration of ways and means—to which the house agreed.

On motion of the honorable the attorney general,

Resolved, That no bill, except those reported by committees or founded on reports of committees, be received by this house, after Wednesday, the twenty-third day of March, instant. Resolution limiting time for bills

Then the house adjourned until to-morrow, at three of the clock.

THURSDAY, 17th MARCH, 1859.

PRAYERS.

Mr. Wade from the committee on private bills, reported that they had considered,
 The bill to add a polling place in the county of Halifax ; Private bills reported
Halifax polling place
 The bill to add a polling district in the county of Cumberland ; Cumberland polling place
 The bill to enable Edward Hunt and Henry Davis Pochin, to obtain letters patent ; Hunt and others patent
The

Shelburne sessions	The bill to alter the time of holding the sessions for the district of Shelburne ;
Wooden buildings	The bill to prohibit the erection of wooden buildings within a certain portion of the city of Halifax ;
Gay's river church	The bill to authorize the sale of the old Presbyterian church at Gay's River ;
Archibald's patent	The bill to enable Charles Dickson Archibald and Moses S Salter, to obtain letters patent ;
Pictou cemetery	The bill to incorporate the Laurel Hill cemetery company at Pictou ;
Shelburne electoral districts	The bill to alter the boundaries of certain electoral districts in the county of Shelburne ;
Port Mulgrave	The bill for naming Port Mulgrave, in the county of Guysborough, And had directed him to report such bills to the house severally without amendment; and that they had also considered
Halifax fire insurance	The bill to incorporate the Halifax fire insurance company, and
Barry's patent	The bill to enable John Barry to obtain letters patent. and had made amendments to such two last mentioned bills, which they had directed him to report to the house with the bills ; and that they had also considered
Horton church and Pugwash church	The bill to incorporate the trustees of the Third Baptist church at Horton, and The bill to incorporate the trustees of Saint Matthew's church, Pugwash. And inasmuch as the law already provides sufficient means for the incorporation of religious societies and congregations, had directed him to recommend to the house that the further consideration of such bills be deferred until this day three months.
Bills committed	<i>Ordered</i> , That the bills, except the two last mentioned bills, be committed to a committee of the whole house.
Bills deferred	<i>Ordered</i> , That the further consideration of the two last mentioned bills, be deferred until this day three months.
Council's coal mine bill committed	The engrossed bill from the council, entitled, an act to incorporate the North Spring Hill coal mining company, was read a second time. <i>Ordered</i> , That the bill be committed to a committee of the whole house.
J. Tyrrell's memorial	The honorable the provincial secretary, by command of his excellency the governor, presented to the house a memorial from John Tyrrell to his excellency, praying a grant of land under the circumstances mentioned in the memorial.
Crown property com.	<i>Ordered</i> , That the memorial be referred to the committee on crown property.
Order of day postponed	<i>Ordered</i> , That the adjourned debate on the resolution relating to the extension of the railway from Truro to Pictou, be further adjourned until Saturday next.
Leave of absence	<i>Ordered</i> , That Mr. Chipman have leave of absence after Saturday next, on urgent private business.

Then the house adjourned until to-morrow, at three of the clock.

FRIDAY, 18th MARCH, 1859.

PRAYERS.

Message	A message from the council by Mr. Halliburton : Mr. Speaker,
Bills agreed to	The council have agreed to the bills, entitled respectively, an act to legalize the appointment of commissioners of streets for the town of Liverpool.
Liverpool streets.	An act concerning Indian reserves.
Indian reserves	An act to amend the act to constitute Argyle, in the county of Yarmouth, a separate district ; and
Argyle district	

An

An act for escheating lands that have been forfeited to the crown, severally without amendment.	Escheats
The council have agreed to the bill, entitled, an act to naturalize certain aliens, with amendments—to which amendments they desire the concurrence of this honorable house.	Bills amended Naturalization of aliens
And then the messenger withdrew.	
The amendments proposed by the council to the bill, entitled, an act to naturalize certain aliens, were read a first, and <i>nem. con.</i> , a second time, and considered by the house.	Amendments to naturalization bill agreed to
And thereupon,	
On motion, <i>resolved</i> , that such amendments be agreed to.	
<i>Ordered</i> , That the clerk do carry the bill and amendments back to the council, and acquaint them that this house have agreed to such amendments.	
The hon. the attorney general, pursuant to leave given, presented to the house a bill to regulate the manner of conducting elections in electoral divisions; and such bill was read a first, and ordered to be read a second time.	Regulation of election bill
The hon. the attorney general, from the committee on amendments to the laws, reported in part that the committee had considered,	Law committee report bills, viz :
The bill to amend chapter 131 of the revised statutes, “of the jurisdiction of justices of the peace in civil cases,”	Jurisdiction of justices to be deferred
and had directed him to recommend the house to defer the further consideration of such bill for three months; and that they had also considered,	
The bill to extend the provisions of the new practice act;	Practice Act
The bill to amend chapter 40 of the revised statutes “of sheriffs”;	Sheriffs
The bill to facilitate the taking of evidence and the registry of deeds;	Registry of deeds
The bill further to amend the act to establish a more just and equal system of assessment; and	Assessments and
The bill to amend chapter 86 of the revised statutes, “of weights and measures,”	Weights and measures with amendments
and had made amendments to such bills, respectively, which they had directed him to report to the house with the bills; and he delivered the bills with the amendments in at the clerk’s table, where such amendments were read.	
<i>Ordered</i> , That the further consideration of the bill to amend chapter 131 of the revised statutes, “of the jurisdiction of justices of the peace in civil cases,” be deferred to this day three months.	Justices of peace bill deferred
<i>Ordered</i> , That the bills reported with amendments be committed to a committee of the whole house.	Bills committed
A petition of inhabitants of Whycocomah and its vicinity, in the county of Inverness, was presented by the honorable Mr. Young and read, praying the house not to pass any measure affecting the representation at the present time.	Petition against representation bill
<i>Ordered</i> , That the petition do lie on the table.	
Mr. Moses reported from the committee to whom were referred the petitions presented to the house on the subject of legislation in relation to the traffic in intoxicating liquors; and he read the report in his place, and then delivered it in at the clerk’s table, where it was again read.	Report of temperance committee
(See appendix No. 47.)	
<i>Ordered</i> , That the report do lie on the table.	
And thereupon,	
Mr. Moses, pursuant to the recommendation of said report, presented to the house a bill for restricting the manufacture and sale of intoxicating liquors; and the same was read a first, and ordered to be read a second time.	Prohibitory liquor law

Pictou cemetery bill

Mr. McDonald, pursuant to special leave given, presented to the house a bill to revive the act to incorporate the Pictou cemetery company ; and the same was read a first, and ordered to be read a second time.

Trade committee report bills, viz :

Mr. Tobin, chairman of the committee on trade and manufactures, pursuant to the report of that committee, presented to the house

Tare on sugar

A bill to regulate the tare on sugar ; and

Signal station Halifax

A bill relating to the signal station at Halifax ;

and such bills were severally read a first, and ordered to be read a second time.

Petitions for prohibitory liquor law

A petition of inhabitants of Aylesford, was presented by Mr. Bill and read ; and
A petition of a convention of temperance delegates held in the city of Halifax, was presented by McLelan and read,—

such petitions severally praying the house to pass an act for the prohibition of the traffic in intoxicating liquors.

Ordered, That the petitions do lie on the table.

Petition for formation of commissioners' courts

A petition of inhabitants of the county of Digby, was presented by Mr. Shaw and read, praying the enactment of a law to establish commissioner's courts for the collection of small debts, in place of the courts of justices of the peace.

Ordered, That the petition be referred to the law committee.

Message

A message from the council, by Mr. Halliburton :

Mr. Speaker,

Naturalization and Mines regulation bills agreed to

The council have agreed to the bill to naturalize certain aliens, and the bill in addition to the act to regulate the mines of this province, as amended.

And then the messenger withdrew.

Committee of ways and means

On motion, the house resolved itself into a committee of ways and means.

Mr. Speaker left the chair,

Mr. Chipman took the chair of the committee,

Mr. Speaker resumed the chair.

Report three resolutions.

The chairman reported that the committee had further gone through the business referred to them, and had come to three resolutions, which they had directed him to report to the house ; and he delivered the same in at the clerk's table.

The resolutions reported from the committee, were then read, and are as follow :

1^o. *Resolved*, That the duties of colonial revenue be hereafter collected in currency instead of sterling, and that for the year ending 1st April, 1860, the following duties be imposed on the various articles enumerated in the table, viz. :

Tariff of duties

Brandy,	4s.	currency per gallon.
Bacon, hams, &c.	10s.	“ 100 lbs.
Beef,	5s.	“ barrel.
Cordials, .	4s.	“ gallon.
Cheese,	5s.	“ 100 lbs.
Candles, tallow,	1½d.	“ lb.
do. other,	4d.	“ lb.
Coffee, green,	1½d.	“ lb.
do. other,	2½d.	“ lb.
Chocolate,	1½d.	“ lb.
Crackers, &c.	5s.	“ 100 lbs.
Flour,	1s. 3d.	“ barrel.
Geneva,	4s.	“ gallon.
Leather,	1½d.	“ lb.
Molasses,	3d.	“ gallon.

Onions,

Onions,	2s.	6d.	currency	100 lbs.
Raisins,		1d.	"	lb.
Rum,	2s.	3d.	"	gallon.
Sugar, (brown)	7s.	6d.	"	100 lbs.
do. (ref'd.)	10s.		"	100 lbs.
Tea, (black)		3d.	"	lb.
do. (green)		6d.	"	lb.
Tobacco,		2½d.	"	lb.
Whiskey,	4s.		"	gallon.
Wine,	2s.		"	"
do.	4s.		"	"
do.	4s.	6d.	"	"
Ground pepper,		2d.	"	lb.
do. Ginger,		2d.	"	lb.
do. Pimento,		2d.	"	lb.
do. Cassia and Cinnamon,		3d.	"	lb.
Value of goods formerly at 2½ per cent—5 per cent.				
do.	10	"	10	"
do	20	"	20	"

2°. *Resolved*, That the duties for the support of light houses for the year ending 1st April, 1860, remain the same as during the past year. Light house duties

3°. *Resolved*, That the system of licensing distilleries for the manufacture of intoxicating liquors in force, during the year 1857, remain the same for the year ending 1st April, 1860, and that no license issue in the present year for the distillation of rum, until the distiller or distillers applying therefor, secure to the government a sum not less than the license duty received in 1858 : Distilleries

Which resolutions having been again read by the clerk were, upon the question severally put thereon, agreed to by the house. Resolution agreed to

Ordered, That the hon. the financial secretary, the hon. Mr. Young and Mr. Killam, be a committee to prepare and report revenue bills, in accordance with the resolutions reported from the committee on ways and means, and agreed to by the house. Committee to prepare revenue bills

The hon. Mr. Howe, pursuant to leave given, presented to the house a bill to legalize marriage with a deceased wife's sister ; and the same was read a first, and ordered to be read a second time. Marriage bill

Then the house adjourned until to-morrow, at three of the clock.

SATURDAY, 19th MARCH, 1859.

PRAYERS.

A petition of Victoria Robbins of Pubnico, was, by special leave, presented by Mr. Ryder and read, praying for a free grant of land, under the circumstances mentioned in her petition. Petition of V. Robbins

Ordered, That the petition be referred to the committee on crown property. Crown property com.

The hon. the provincial secretary, by command of his excellency the governor, presented to the house,

1°. A report of James Laurie, chief engineer of the railway, upon the survey of a line for the extension of the railway from Truro to Pictou ; and the same was read by the clerk. Survey of railway to Pictou

2°. Also, reports from Mr. Laurie and Mr. Wightman, civil engineer, respectively, Survey of railway to Hantsport, and upon

upon the survey of a line for the extension of the railway from Windsor to Hantsport, with estimates of the expense of such extension.

Estimates 3°. Also estimates by Mr. Wightman and Mr. Mosse, superintendent of traffic on the railway, as to the probable pecuniary returns of such extension from Windsor to Hantsport.

4°. Also correspondence connected with such several reports and estimates.

(See appendix No. 8). [b]

Ordered, That the papers do lie on the table.

Order of day postponed *Ordered*, That the adjourned debate on the resolution relating to the extension of the railway from Truro to Pictou, be further adjourned until Monday next.

Committee on bills On motion, the house resolved itself into a committee on bills.

Mr. Speaker left the chair.

Mr. Ryder took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through

Barry's Patent

The bill to enable John Barry to obtain letters patent ;

Hunt and others patent

The bill to enable Edward Hunt and Henry Davis Pochin to obtain letters patent ,

Shelburne sessions

The bill to alter the time of holding the sessions for the district of Shelburne ;

Assessment

The bill to amend the act to establish a more just and equal system of assessment ;

Weights and Measures

The bill to amend chapter S6 of the revised statutes, " of weights and measures" ;

Gay's River church

The bill to authorise the sale of the old Presbyterian church at Gay's River ;

Archibald's patent

The bill to enable Charles Dickson Archibald and Moses S. Salter, to obtain letters patent.

Laurel Hill company

The bill to incorporate the Laurel Hill cemetery at Pictou ;

Port Mulgrave

The bill for naming Port Mulgrave, in the county of Guysborough ;

Trusts and trustees

The bill to amend the act relating to trusts and trustees, and

Registry of deeds

The bill to facilitate the taking of evidence and the registry of deeds ;

and had directed him to report the same to the house without any amendments ; and he delivered the bills in at the clerk's table.

Order to engross

Ordered, That the bills be engrossed.

Liquor bill read 2d. time

The bill for restricting the manufacture and sale of intoxicating liquors, was read a second time.

Motion to commit

And thereupon, Mr. Moses moved that such bill be committed to a committee of the whole house :

Debate thereon adjourned

Which being seconded, and a debate arising thereon, after some time spent in such debate,

Ordered, That the debate be adjourned until Monday next.

Then the house adjourned until Monday next, at three of the clock.

MONDAY, 21st MARCH, 1859.

PRAYERS.

Private bills reported without amendments
Hammond's Plains hall

Mr. Wade, from the committee on private bills, reported that they had considered, The bill to incorporate the truteos of the Temperance hall and school house at Hammond's Plains ;

Pictou truckmen
Cape Breton polling places

The bill to regulate truckmen and trucking in the town of Pictou ;
The bill to establish additional polling places in the county of Cape Breton ;

Kinburn village

The bill to name the village of Kinburn, in the county of Lunenburg ;

Sheiburne court house

The bill to authorize the sale of the court house and jail at Shelburne ;

The

The bill further to amend the act to incorporate the Nova Scotia electric telegraph company ;
 The bill to amend the act to authorize assessments to procure fire engines, and
 The bill to change certain polling places in the county of Victoria ;
 and had directed him to report such bills to the house without any amendments ; that they had also considered
 The bill to allow George Thomas Wiley to assume the name of George Thomas Wyleigh,
 and had directed him to defer the further consideration of the bill for three months ; and that they had also considered
 The bill to facilitate the division and management of property by certain Presbyterian churches and congregations in Cornwallis ;
 and had made amendments thereto—which amendments they had directed him to report to the house with the bills ; and he delivered the bills, together with the amendments to the last mentioned bill, in at the clerk's table, where such amendments were read.
Ordered That the bills reported without amendments be engrossed.
Ordered, That the bill amended be engrossed with the amendments.
Ordered, That the further consideration of the bill to enable George Thomas Wiley to change his name be deferred until this day three months.

Telegraph company
 Assessments
 Victoria polling places
 To be deferred
 G. T. Wiley's bill
 Amended
 Cornwallis church bill
 Order to engross
 Order to defer
 Hillsburgh freemasons incorporate

Mr. Wade, pursuant to special leave given, presented to the house a bill to incorporate Keith lodge of freemasons at Hillsburgh ; and the same was read a first, and ordered to be read a second time.

Bills read 2d. time
 Digby wharf
 Polling district
 Lunenburg
 Lunenburg freemasons
 Pictou cemetery
 Referred to private committee
 Motion for leave to present petition of T. D. Dixon

The following bills were severally read a second time :
 The bill to incorporate the Digby upper wharf company.
 The bill to add a polling district and alter certain electoral districts in the county of Lunenburg.
 The bill to incorporate the Unity lodge of freemasons at Lunenburg, and
 The bill to revive the act and to incorporate the Pictou cemetery company.
Ordered, That the bills be referred to the committee on private bills.

Mr. Archibald moved that special leave be given to present a petition of inhabitants of Parrsborough and its vicinity, praying for a remission of a part of the debt due by Thomas D. Dickson, late collector of excise at Parrsborough, to the province, and for compensation to the said Thomas D. Dickson, for alleged injustice done to him in dismissing him from his office as such collector in 1857.

Which being seconded, and the house dividing thereon, there appeared for the motion, twenty ; against it, sixteen

Carried on division

For the motion,

Against the motion,

- | | | | |
|---------------|-----------------|----------------------|-----------------------|
| Mr. McKenzie, | Hon. Mr. Howe, | Hon. J. Campbell, | Hon. Prov. Secretary, |
| Munro, | Mr. McLelan, | Mr. Brown, | Atty. General, |
| Davison, | Locke, | Wade, | Fin. Secretary, |
| McDonald, | Hon. Mr. Young, | Martell, | Mr. Ryder, |
| Rinhard, | Morrison, | Moses, | Robecheau, |
| Bailey, | Annand, | Fuller, | McFarlane. |
| B. Smith, | Webster, | Bill, | |
| Archibald, | Robertson, | Hon. C. J. Campbell, | |
| Wilkins, | Esson, | Mr. Henry, | |
| Wier, | Gilderd. | Mr. Tobin, | |

So it passed in the affirmative.

Ordered, That Mr. Archibald have leave to present such petition.
 And accordingly,

Such

- And petition presented Such petition was presented by Mr. Archibald and read.
Ordered, That the petition do lie on the table.
- Message A message from the council, by Mr. Halliburton :
Mr. Speaker,
- Road grant The council have agreed to a resolution of this honorable house, appropriating the sum of twenty-five thousand pounds for the service of roads and bridges, for the present year.
The council have passed
- Orphans' home bill A bill, entitled, an act to incorporate the Protestant orphans' home ;
Practice amendment bill And a bill, entitled, an act to amend the new practice act—
To which bills they desire the concurrence of this honorable house.
And then the messenger withdrew.
- Council's bills read The engrossed bills from the council entitled, respectively,
An act to incorporate the Protestant orphans' house ;
An act to amend the new practice act,
were severally read a first, and ordered to be read a second time.
- Yarmouth bank bill Mr. Killam, pursuant to special leave given, presented to the house a bill to incorporate the bank of Yarmouth, Nova-Scotia ; and the same was read a first, and ordered to be read a second time.
- Report of petition of Thomas Horne Mr. McDonald, from the committee on the petition of the Inland Navigation company, reported upon the petition of Thomas Horne, referred to that committee ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.
(See appendix No. 41.)
- Report adopted *Ordered*, That the report be received and adopted.
- Report on petition of inland navigation company Mr. McDonald, also from the same committee, reported upon the petition of the Inland Navigation company ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.
(See appendix No. 42.)
Ordered, That the report do lie on the table.
And thereupon,
- Inland navigation company bill Mr. McDonald, in accordance with the direction of such committee, and pursuant to leave given, presented to the house a bill in further amendment of the act to incorporate the Inland Navigation company ; and such bill was read a first, and ordered to be read a second time.
- Partial report of crown property committee
Crown property bill Mr. Archibald reported, in part, from the committee upon crown property, that they had considered the bill concerning trespasses to crown property, and had made amendments thereto, which they had directed him to report to the house with the bill ; and he delivered the bill and amendments in at the clerk's table, where the amendments were read.
- Bill committed *Ordered*, That the bill and amendments be committed to a committee of the whole house.
- Order of day postponed The orders of the day being read ;
Ordered, That the adjourned debate on the resolution relating to the extension of the railway to Pictou, be further adjourned until to-morrow.
- Liquor bill debated Pursuant to order, the house resumed the debate upon the bill for restricting the manufacture and sale of intoxicating liquors, on the second reading thereof ;

And thereupon,
The hon. Mr. Henry moved that the further consideration of such bill be deferred until this day three months :

And committed on division

Which being seconded, and the house dividing thereon, there appeared for the motion, eight ; against it, thirty-three.

For the motion,

Against the motion,

Mr. Bailey,
Fuller,
Hon. Mr. Henry,
Mr. Davison,
Martell,
Gilderd,
Wier,
P. Smyth,

Mr. Killam,
Ryder,
Ruggles,
Wade,
Tobin,
Webster,
Hon. Fin. Secretary,
Mr. Rinhard,
Hon. J. Campbell,
Mr. McDonald,
Robertson.

Mr. Esson,
Bill,
White,
McFarlane,
McKeagney,
B. Smith,
McKenzie,
Parker,
Archibald,
Locke,
Shaw,

Mr. Robecheau,
Moses,
McLelan,
Hon. Atty. General,
Mr. Young,
Mr. Morrison,
Brown,
Hon. Prov. Secretary,
Mr. Chambers,
Hon. Mr. Howe,
Mr. Annand.

So it passed in the negative.

The original question being then propounded from the chair, and the question put thereon, was agreed to by the house.

And accordingly,

Ordered, That the bill be committed to a committee of the whole house.

The honorable the provincial secretary, by command of his excellency the governor, presented to the house certain accounts and affidavits relating to the supply of clothing and other necessaries to the shipwrecked crew of the British ship Peerless, lost on Flint Island, in October last.

Papers relating to ship Peerless

Ordered, That the papers be referred to the relief committee.

Relief committee

Then the house adjourned until to-morrow, at three of the clock.

TUESDAY, 22nd MARCH, 1859.

PRAYERS.

A petition of inhabitants of Dartmouth, was, by special leave, presented by Mr. Esson and read, praying the house to remedy, by legislation, certain defects in the law, relating to the assessments of railway damages and county rates in the county of Halifax.

Petition of inhabitants of Dartmouth

Ordered, That the petition do lie on the table, and that Mr. Esson have leave to present a bill in accordance with the prayer thereof.

Leave for bill

And thereupon,

Mr. Esson, pursuant to such leave given, presented to the house a bill to amend the law relating to county assessments ; and the same was read a first, and ordered to be read a second time.

Bill presented Halifax county assessment

A petition of inhabitants of Baddeck, in the county of Victoria, was, by special leave, presented by the hon. C. J. Campbell and read, praying for the passing of an act to enable the sessions to discharge a public debt, not otherwise provided for, out of the county funds.

Petition from sessions of Victoria

Ordered, That the petition do lie on the table, and that the hon. C. J. Campbell have leave to bring in a bill in accordance with the prayer thereof.

Leave for bill

An engrossed bill to enable John Barry to obtain letters patent, was read a third time.

Bills read 3rd. time Barry's patent

Resolved, That the bill do pass, and that the title be, an act to enable John Barry to obtain letters patent.

An

Hunt and others patent An engrossed bill to enable Edward Hunt and Henry Davis Pochin, to obtain letters patent, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to enable Edward Hunt and Henry Davis Pochin, to obtain letters patent.

Digby sea wall company incorporated

An engrossed bill to incorporate the Digby Sea Wall pier company, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to incorporate the Digby Sea Wall pier company.

Archibald's patent

An engrossed bill to enable Charles Dickson Archibald, and Moses S. Salter, to obtain letters patent, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to enable Charles Dickson Archibald, and Moses S. Salter, to obtain letters patent.

Trusts and trustees

An engrossed bill to amend the act relating to trusts and trustees, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to amend the act relating to trusts and trustees.

Bills sent to council

Ordered, That the clerk do carry the bills to the council, and desire their concurrence.

Division of road moneys

On motion of the honorable the financial secretary,

Resolved, That the sum of twenty-five thousand pounds for the road and bridge service, for the present year, be applied as follows :

Halifax county,	£1839	Annapolis county,	£1300
Pictou “	1800	Yarmouth “	1220
Inverness “	1650	Shelburne “	1220
Hants “	1498	Digby “	1220
Lunenburg “	1500	Sydney “	1220
Colchester “	1460	Richmond “	1220
Cumberland “	1460	Victoria “	1220
Cape Breton “	1421	Guysboro’ “	1220
King’s “	1350	Queen’s “	1182

Ordered, That the clerk do carry the resolution to the council, and desire their concurrence.

Order of day for road scales

Ordered, That the members for the several counties do prepare and present to the house on or before Tuesday the twenty-ninth day of March next, scales of sub-division of the road money, out of the sum of twenty-five thousand pounds granted for the road and bridge service.

Road petitions referred

Ordered, That the several ordinary petitions for aid to roads and bridges, presented during the session, and by the course and practice of the house placed on the file of road petitions, without being entered on the journals at the time of presentation, be referred to the members of the several counties respectively from which such petitions have been sent.

(For list of such petitions see appendix No. 43.)

Guysborough church

The honorable the financial secretary, pursuant to special leave given, presented to the house a bill to authorize the sale of the Presbyterian church at Guysborough ; and the same was read a first, and ordered to be read a second time.

Expiring laws com. report

Mr. Wade reported from the committee on expiring laws, and thereupon, delivered to the house,

Jurors bill

A bill to continue the act, to amend chapter 136 of the revised statutes, “ of juries; ” and such bill was read a first, and ordered to be read a second time.

A petition of the reverend J. M. Cramp, D.D., was presented by Mr. Brown and read, praying the house to take measures to secure the registration in an effectual manner, of births, marriages and deaths, throughout the province.

Petition of Rev. J. M. Cramp, D.D.

Ordered, That the petition be referred to the law committee.

Law committee

Mr. Morrison, pursuant to leave given, presented to the house a bill to amend the act to regulate licences for the sale of intoxicating liquors; and the same was read a first, and ordered to be read a second time.

Licence amendment bill

The following bills were severally read a second time :

Bills read 2d time

The bill to incorporate the Digby fishing company, and

Digby fishing company

The bill to alter and amend the act to incorporate the trustees of St. Matthew's church in Halifax.

St. Matthew's church

Ordered, That the bills be referred to the committee on private and local bills.

Referred to private bills committee

Also,

also
Commissioners of sewers

The bill further to amend chapter 73 of the revised statutes, "of commissioners of sewers, and the regulating of dyked and marsh lands."

Referred to law com.

Ordered, That the bill be referred to the law committee.

also

Also,

The bill further to amend chapter 126 of the revised statutes, "of the supreme court and its officers";

Supreme court

The bill to amend chapter 48 of the revised statutes, "of townships and township officers."

Township officers

The bill to regulate the tare on sugar; and

Tare on sugar

The bill relating to the signal station at Halifax.

Halifax signal station

Ordered, That the bills be committed to a committee of the whole house.

Bills committed

The hon. the financial secretary reported from the committee on the revenue laws; and thereupon, presented to the house,

Revenue bills reported, viz:

A bill to regulate customs duties.

Customs' duties

A bill to continue the law imposing light house duties; and

Light house duties

A bill to continue and amend the laws regulating distilleries;

Distilleries

and such bills were severally read a first, and *nem con.*, a

Bills read twice and committed

second time.

Ordered, That the bills be committed to a committee of the whole house.

Report of law com.

The hon. the attorney general reported further from the committee on amendments to the laws; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read, as follows :

The committee appointed to consider proposed alterations in the laws, further report, Favorably on the bill for the registration of births, deaths and marriages, but recommend its consideration to be deferred until the next session, and that in the meantime, information should be obtained by the government, as to the state of the registration at present in the province.

Favorably on the bill to alter the fees of surveyors of lumber, and on the bill to amend the revised statutes, "of public instruction."

They report the bill for the election of grand jurors, to the consideration of the whole house, on the general policy it adopts.

They report the bill for extending the 12th section of the Halifax assessment law of last session to Queen's county, amended, so as to make that extension general.

They recommend the consideration of the bill to extend the revised statutes, "of patents for useful inventions," to be deferred.

They report a bill applicable to the whole province, for carrying out the policy recommended by petitioners from Cape Breton, praying the appointment of a county surveyor of statute labor.

They concur with the petitioners from Digby, that the law concerning the trial of causes

causes within the civil jurisdiction of justices of the peace demands alteration, but the legislation requires so extensive a review of the existing system, that they recommend its consideration to be deferred until next session.

They report a bill concerning railway damage apportionments for the county of Halifax, which they believe will remedy some of the evils complained of by the petitioners from Musquodoboit, and the eastern part of the county of Halifax.

(Signed)

J. W. JOHNSTON,
Chairman.

Ordered, That the report be received, and do lie on the table.

And thereupon,

Bills presented

The hon. the attorney general, pursuant to the report of the committee, presented to the house,

Halifax railway damages

A bill to confirm certain proceedings of the sessions of the county of Halifax with reference to railway damages ; and

Supervisors of statute labor

A bill to authorize the appointment of supervisors of statute labor ;

and such bills were severally read a first, and ordered to be

read a second time.

Bills deferred

Ordered, That the further consideration of the following bills, viz :

Patent law

The bill to extend the operation of chapter 120 of the revised statutes, " of patents for useful inventions" ; and

Registration of births & c.,

The bill for the registration of births, deaths and marriages.

be deferred until next session.

Bills committed

Ordered, That the following bills, viz :

Liverpool assessment

The bill to extend the operation of chapter 15 of the acts of 1858, with the amendments made thereto by the committee ;

Surveyors of lumber

The bill to alter the fees of surveyors of lumber, in certain cases ;

Grand jurors

The bill to provide for the election of grand juries, and

Public instruction

The bill further to amend chapter 60 of the revised statutes, " of public instruction," be committed to a committee of the whole house.

Return of voters, &c., at general election in 1855

The honorable the provincial secretary, by command of his excellency the governor, presented to the house a return of the candidates at the last general election, for the several counties, townships and districts, with the number of votes polled for each candidate.

(See appendix No. 44.)

Ordered, That the return do lie on the table.

Pictou railway debate resumed

Pursuant to order, the house resumed the consideration of the resolution, relating to proposed extension of the railway from Truro to Pictou ; and after some time spent in debate thereon,

And adjourned

Ordered, That the debate be further adjourned until to-morrow.

Then the house adjourned until to-morrow, at three of the clock.

WEDNESDAY, 23rd MARCH, 1859.

PRAYERS

Petition for alteration in Granville mails

A petition of inhabitants of Granville, in the county of Annapolis, was, by special leave, presented by Mr. Ruggles and read, praying an alteration in the mail arrangements in that township.

Post office com.

Ordered, That the petition be referred to the committee on the post office.

Ordered,

<p><i>Ordered</i>, That the adjourned debate on the resolution, relating to the extension of the railway from Truro to Pictou, be further adjourned until to-morrow.</p>	<p>Pictou railway debate adjourned</p>
<p>An engrossed bill to legalize certain proceedings of the sessions for the county of Inverness, was read a third time.</p>	<p>Inverness sessions Bills read a 3rd time</p>
<p><i>Resolved</i>, That the bill do pass, and that the title be, an act to legalize certain proceedings relative to assessments.</p>	<p>Title altered</p>
<p>An engrossed bill to legalize certain proceedings of the overseers of the poor for the district of Barrington, was read a third time.</p>	<p>Barrington poor district</p>
<p><i>Resolved</i>, That the bill do pass, and that the title be, an act to legalize certain proceedings of the overseers of the poor for the district of Barrington.</p>	
<p>An engrossed bill to alter the time of holding the sessions for the district of Shelburne, was read a third time.</p>	<p>Shelburne</p>
<p><i>Resolved</i>, That the bill do pass, and that the title be, an act to alter the time of holding the sessions for the district of Shelburne.</p>	
<p>An engrossed bill to amend the act to establish a more just and equal system of assessments, was read a third time</p>	<p>Assessment</p>
<p><i>Resolved</i>, That the bill do pass, and that the title be, an act further to enforce the making of assessments.</p>	<p>Title altered</p>
<p>An engrossed bill to amend chapter 86 of the revised statutes, "of weights and measures," was read a third time.</p>	<p>Weights and measures</p>
<p><i>Resolved</i>, That the bill do pass, and that the title be, an act to amend chapter 86 of the revised statutes, "of weights and measures."</p>	
<p>An engrossed bill to authorize the sale of the old Presbyterian church at Gay's River, was read a third time.</p>	<p>Gay's river church</p>
<p><i>Resolved</i>, That the bill do pass, and that the title be, an act to authorize the sale of the old Presbyterian church at Gay's River.</p>	
<p>An engrossed bill to facilitate the taking of evidence and the registry of deeds, was read a third time.</p>	<p>Registry of deeds</p>
<p><i>Resolved</i>, That the bill do pass, and that the title be, an act to facilitate the taking of evidence and the registry of deeds.</p>	
<p><i>Ordered</i>, That the clerk do carry the bills to the council, and desire their concurrence.</p>	<p>Bills sent to council</p>
<p>Mr. McDonald, pursuant to leave given, presented to the house a bill to amend chapter 68 of the revised statutes, "of supervisors of public grounds"; and the same was read a first, and ordered to be read a second time.</p>	<p>Supervisors of public grounds bill</p>
<p>The following bills were severally read a second time :</p>	<p>Bills read 2d time</p>
<p>The council's bill to incorporate the Protestant orphans' home ;</p>	<p>Orphans' home</p>
<p>The council's bill to amend the new practice act, and the bill to continue the act to amend chapter 136 of the revised statutes, "of juries."</p>	<p>Practice amendment Juries</p>
<p><i>Ordered</i>, That the bills be committed to a committee of the whole house.</p>	<p>Bills committed</p>
<p>Also,</p>	
<p>The bill concerning the city of Halifax, and</p>	<p>City of Halifax</p>
<p>The bill to incorporate the Little River wharf company.</p>	<p>Little river wharf</p>
<p><i>Ordered</i>, That the bills be referred to the committee on private bills.</p>	<p>Referred to private bill committee</p>
<p>The hon Mr. Young reported from the committee on assessments in the city of Halifax, that they considered the bill referred to them respecting assessments in the city of Halifax, and had made amendments thereto, which they had directed him to report to the house with the bill; and he delivered the bill with the amendments in at the clerk's table, where such amendments were read.</p>	<p>Halifax assessment bill reported amended</p>

Ordered,

- Bill committed** *Ordered*, That the bill with the amendments be committed to a committee of the whole house.
- Message** A message from the council, by Mr. Halliburton:
Mr. Speaker,
- Representation bill** The council have agreed to the bill, entitled, an act for the better equalizing the elective franchise in certain counties, without any amendments.
And then the messenger withdrew.
- Committee on bills** On motion, the house resolved itself into a committee on bills.
Mr. Speaker left the chair.
Mr. Ryder took the chair of the committee.
Mr. Speaker resumed the chair.
- Bills reported** The chairman reported from the committee that they had considered,
- Customs duties** The bill to regulate customs duties ;
- Light house duties** The bill to continue the law imposing light house duties ;
- Distilleries** The bill to continue and amend the law regulating distilleries ;
- Hammond's Plains hall** The bill to incorporate the trustees of the Temperance hall and school house at Hammond's Plains.
- Practise act extension** The bill to extend the provisions of the new practice act ;
- Pictou truckmen** The bill to regulate truckmen and trucking in the town of Pictou ;
- Liverpool assessments** The bill to extend the operation of chapter 15 of the acts of 1858 ;
- Kinburn** The bill to name the village of Kinburn, in the county of Lunenburg ;
- Shelburne jail** The bill to authorize the sale of the court house and jail at Shelburne ;
- Crown property** The bill concerning trespasses to crown property, and
- Supreme court Shelburne** The bill further to amend chapter 126 of the revised statutes, "of the supreme court and its officers" ;
and had directed him to report such bills to the house severally without amendment ; and that they had also gone through the following bills, viz :
- Public instruction** The bill further to amend chapter 60 of the revised statutes, "of public instruction" ;
- Cornwallis church** The bill to facilitate the division and management of property by certain Presbyterian churches and congregations in Cornwallis, and
- Tare on sugar** The bill to regulate the tare on sugar ;
and had made amendments thereto, which they had directed him to report to the house with the bills ; and he delivered the bills, together with the amendments to the three last mentioned bills, in at the clerk's table, where such amendments were read.
- Orders to engross** *Ordered*, That the bills reported without amendments be engrossed.
Ordered, That the bills reported with amendments be engrossed with the amendments.
- Petition of Wolfville division** A petition of G. V. Rand and others, was, by special leave, presented by Mr. Brown and read, praying for the incorporation of the Wolfville division of sons of temperance in King's county.
- Leave for bill** *Ordered*, That the petition do lie on the table, and that Mr. Brown have leave to bring in a bill in accordance with the prayer thereof.
And thereupon,
- Bill presented** Mr. Brown, pursuant to such leave, presented to the house a bill to incorporate the Wolfville division of the sons of temperance ; and the same was read a first, and ordered to be read a second time.

Then the house adjourned until to-morrow, at three of the clock.

Thursday,

 THURSDAY, 24th MARCH, 1859.

PRAYERS.

Ordered, That the adjourned debate on the resolution for the extension of the railway to Pictou, be further adjourned until to-morrow.

Pictou railway debate
adjo. rned

The honorable the provincial secretary, by command of his excellency the governor, presented to the house,

Railway construction
return

A return of moneys expended in the construction of the railway, from 31st December last to the 22d day of March instant.

(See appendix No. 13—part 2.)

Also, by the like command,

A return of receipts and expenditures in working the railway in the months of January and February, 1859.

Railway working
expenses return

(See appendix, No. 24—part 2.)

Ordered, That the papers do lie on the table.

A petition of inhabitants of Digby, was presented by Mr. Morrison and read, praying for an alteration in the license laws.

Petition as to license
law.

Ordered, That the petition do lie on the table.

The hon. the attorney general, pursuant to special leave given, presented to the house,

Bills presented

A bill to amend the act to provide for the construction of St. Peter's canal, and

St Peter's canal

A bill relating to destitute seamen;

Destitute seamen

and such bills were severally read a first, and ordered to be

read a second time.

Mr. Wade moved that the house do come to the following resolution :

Resolved, That the government be authorized to extend, until the first day of May next, the licences granted to distillers, for the year ending 31st March instant, notwithstanding the act to continue and amend the law to regulate distilleries passed during the present session,—such extension to be for the sole purpose of enabling the distillers to work up their stock now on hand, and to be guarded in such manner as may be determined by the governor in council :

Resolution as to
distilleries moved

Which resolution being seconded, and the house dividing thereon, there appeared for the resolution, fourteen ; against it, twenty.

And lost on division

So it passed in the negative.

The following bills were severally read a second time :

The bill to regulate the manner of conducting elections in electoral divisions ;

Bills read 2nd time

The bill to incorporate the Bank of Yarmouth, Nova Scotia ;

Electoral divisions

The bill for the relief of, and in further amendment of, the act to incorporate the Inland navigation company ;

Yarmouth bank

Canal company

The bill to amend the act to regulate licences for the sale of intoxicating liquors ;

License amendment

The bill to confirm certain proceedings of the sessions of the county of Halifax, with reference to railway damages.

Railway damages

Ordered, That the bills be committed to a committee of the whole house.

Committed

Also,

The bill to authorize the sale of the Presbyterian church at Guysborough.

Guysborough church

Ordered, That the bill be referred to the committee on private bills.

Referred to private
bills com.

Mr. McFarlane reported from the committee to whom was referred the bill relating to the Roman Catholic cemetery at Dartmouth ; and he read the report in his place, and

then

then delivered it, together with the amendments proposed by the committee, in at the clerk's table, where it was again read.

(See appendix, No 45.)

Ordered, That the report be received and do lie on the table.

Bills committed

Ordered, That the bill, with the amendments, be committed to a committee of the whole house.

Government advances

The honorable the financial secretary, by command of his excellency the governor, presented to the house, a list of moneys advanced for the public service from the provincial treasury, and not provided for by law, during the year ending 31st December last.

Referred to supply

Ordered, That the list be referred to the committee of supply.

Petition from electors of Kempt town

A petition of inhabitants of Kempt town, in the county of Colchester, was, by special leave, presented by the hon. the provincial secretary and read, praying to be allowed to record their votes in electoral district No. 7, in that county.

Leave to withdraw

Ordered, That the hon. the provincial secretary have leave to withdraw such petition.

C. H. Belcher's claim

The honorable the provincial secretary, by command of his excellency the governor, presented to the house, correspondence with C. H. Belcher, an adjutant in the militia, relative to a claim made by him for payment for certain services out of the provincial treasury.

Militia arms com.

Ordered, That the papers be referred to the committee on the petition of Thomas Horne.

Report of committee on navigation securities

Mr. Killam reported from the committee on navigation securities; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

(See appendix No. 46.)

Report adopted and referred

Ordered, That the report be received and adopted, and that so much thereof as recommends grants of money, be referred to the committee of supply.

Order of day
Decimal currency

Ordered, That the house do, on Monday next, proceed to the consideration of the bill to establish a decimal currency, on the second reading thereof.

Committee on bills

On motion, the house resolved itself into a committee on bills.

Mr. Speaker left the chair.

Mr. Ryder took the chair of the committee.

Mr. Speaker resumed the chair.

Liquor law bill to be referred

The chairman reported from the committee that they had considered the bill for restricting the manufacture and sale of intoxicating liquors, and had directed him to recommend to the house that such bill be again referred to a select committee, to examine and report thereon, with amendments or otherwise; and he delivered the bill in at the clerk's table.

Referred to select com.

Ordered, That such bill be referred to a select committee, to examine and report thereon, with amendments or otherwise.

Ordered, That the hon. the attorney general, Mr. McDonald and Mr. Moses, be a committee for such purpose.

Bills read 2nd time
Liverpool assessments

An engrossed bill to extend the operation of chapter 15 of the acts of 1858, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to extend the operation of chapter 15 of the acts of 1858.

Laurel hill cemetery

An engrossed bill to incorporate the Laurel Hill cemetery company at Pictou, was read a third time.

Resolved,

Resolved, That the bill do pass, and that the title be, an act to incorporate the Laurel Hill cemetery company at Pictou.

An engrossed bill to regulate customs duties, was read a third time.

Customs duties

Resolved, That the bill do pass, and that the title be, an act to regulate customs duties.

An engrossed bill to continue the law imposing light house duties, was read a third time.

Light house duties

Resolved, That the bill do pass, and that the title be, an act to continue the law imposing light house duties.

An engrossed bill to continue and amend the law to regulate distilleries, was read a third time.

Distilleries

Resolved, That the bill do pass, and that the title be, an act to continue and amend the law to regulate distilleries.

Ordered, That the clerk do carry the bills to the council, and desire their concurrence.

Bills sent to council

Then the house adjourned until to-morrow, at three of the clock.

FRIDAY, 25th MARCH, 1859.

PRAYERS.

Mr. Wade moved that the vote of the house passed yesterday, negating the resolution for granting an extension of licences to distillers, be rescinded :

Which being seconded, and the house dividing thereon, there appeared for the motion, thirteen ; against it, twenty-two.

So it passed in the negative.

An engrossed bill to incorporate the trustees of Temperance hall and school house at Hammond's plains.

Bills read 3d time
Hammond's plains hall

Resolved, That the bill do pass, and that the title be, an act to incorporate the trustees of the Temperance hall and school house at Hammond's plains.

An engrossed bill to extend the provisions of the new practice act, was read a third time.

Practice extension

Resolved, That the bill do pass, and that the title be, an act to extend the provisions of the new practice act.

An engrossed bill to name the village of Kinburn, in the county of Lunenburg, was read a third time.

Kinburn village

Resolved, That the bill do pass, and that the title be, an act to name the village of Kinburn, in the county of Lunenburg.

An engrossed bill further to amend chapter 60 of the revised statutes, " of public instruction," was read a third time.

Public instruction

Resolved, That the bill do pass, and that the title be, an act further to amend chapter 60 of the revised statutes, " of public instruction."

An engrossed bill further to amend chapter 126 of the revised statutes, " of the supreme court and its officers," was read a third time.

Supreme court

Resolved, That the bill do pass, and that the title be, an act further to amend chapter 126 of the revised statutes, " of the supreme court and its officers."

- Port Mulgrave An engrossed bill for naming Port Mulgrave, in the county of Guysborough, was read a third time.
Resolved, That the bill do pass, and that the title be, an act for naming Port Mulgrave, in the county of Guysborough.
- Tare on sugar An engrossed bill to regulate the tare on sugar, was read a third time.
Resolved, That the bill do pass, and that the title be, an act to regulate the tare on sugar.
Ordered. That the clerk do carry the bills to the council, and desire their concurrence.
- Message A message from the council, by Mr. Halliburton :
 Mr. Speaker,
- Justices of peace bill The council have passed a bill, entitled, an act to amend chapter 131 of the revised statutes, "of the jurisdiction of justices of the peace in civil cases"—to which bill they desire the concurrence of this honorable house.
 And then the messenger withdrew.
- Provincial loan The hon. the financial secretary, pursuant to leave given, presented to the house, a bill to continue the act to authorize a provincial loan ; and such bill was read a first, and ordered to be read a second time.
- Leave of absence *Ordered*, That Mr Smyth have leave of absence after this day, on account of severe domestic affliction.
- Committee on bills On motion, the house resolved itself into a committee on bill's.
 Mr. Speaker left the chair.
 Mr. Ryder took the chair of the committee.
 Mr. Speaker resumed the chair.
- Report progress. The chairman reported from the committee that they had made some progress in the consideration of bills committed.

Then the house adjourned until to-morrow, at three of the clock.

SATURDAY, 26th MARCH, 1859.

PRAYERS.

- Bills read 2nd time The following bills were severally read a second time :
 Richmond polling district The bill to alter the limits of certain electoral districts in the county of Cumberland;
 Sons of temperance The bill to incorporate the trustees of Wolfville division of the order of the sons of temperance.
- Referred to private bill committee *Ordered*, That the bills be referred to the committee on private and local bills,
 Also,
- Supervisors of public grounds The bill to amend chapter 68 of the revised statutes, "of supervisors of public grounds";
 St. Peter's canal The bill to amend the act to provide for the construction of St. Peter's canal ;
 Destitute Indians The bill relating to destitute seamen ;
 Justices of the peace The council's engrossed bill, entitled, an act to amend chapter 131 of the revised statutes, "of the jurisdiction of justices of the peace in civil cases," and
 Provincial loan The bill to continue the act to authorize a provincial loan.
 Bills committed *Ordered*, That the bills be committed to a committee of the whole house.
- Bills read 3rd time An engrossed bill to incorporate the Chipman brook pier company, was read a third time.
 Chipman brook pier

Resolved,

Resolved, That the bill do pass, and that the title be, an act to incorporate the Chipman brook pier company.

An engrossed bill concerning trespass to crown property, was read a third time.

Crown property

Resolved, That the bill do pass, and that the title be, an act concerning trespasses to crown property.

An engrossed bill to amend the act to authorize assessments to procure fire engines, was read a third time.

Fire engines

Resolved, That the bill do pass, and that the title be, an act to amend the act to authorize assessments to procure fire engines.

The honorable the attorney general, reported from the committee to whom was again referred the bill for restricting the manufacture and sale of intoxicating liquors, that they had considered the bill, and had made amendments thereto, which they had directed him to report to the house with the bill; and he delivered the bill, with the amendments, in at the clerk's table, where the amendments were read.

Liquor law committee report bill

Ordered, That the bill, with the amendments, be again committed to a committee of the whole house.

Bill recommitted

Mr. White reported from the committee, to whom were referred the petition of Thomas Downs and others, relating to matters connected with the provincial militia; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Report of committee on militia affairs

(See appendix No. 48.)

Ordered, That the report be received and referred to the committee of supply.

Referred to supply

Ordered, That the adjourned debate on the resolution respecting the extension of the railway from Truro to Pictou, be further adjourned until Tuesday next.

Order of day postponed

On motion, the house resolved itself into a committee on bills.

Committee on bills

Mr. Speaker left the chair.

Mr. Ryder took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had made some progress in the consideration of bills committed.

Report progress

Then the house adjourned until Monday next, at twelve of the clock.

MONDAY, 28th MARCH, 1859.

PRAYERS.

On motion of Mr. White,

Resolved, That the sum of sixteen pounds and six shillings, undrawn from the last year's division of road money for the county of Shelburne, be added to the sum granted for the road and bridge service for that county, and be appropriated in the road scale for the present year, viz :

Change of appropriation Shelburne

No. 24,	£0 6 0
81,	10 0 0
89,	6 0 0
	£16 6 0

On motion of Mr. Bill,

Resolved, That the following sums, granted for the road and bridge service for the county of King's for the year 1858, viz :

And King's

Township of Aylesford—		
129	Zebulon Neily,	£0 3 6
130	William Patterson,	0 10 0
142	Manly Gouger,	0 0 5
145	John L. Welton,	50 0 0
		50 13 11
Township of Horton,		3 18 10
		£54 12 9

and remaining undrawn, be appropriated for the road and bridge service of that county for the present year.

Ordered, That the clerk do carry the resolutions to the council, and desire their concurrence.

Sent to council

Bills read 3d time
Pictou truckmen

An engrossed bill to regulate truckmen and trucking in the town of Pictou, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to regulate truckmen and trucking in the town of Pictou.

Shelburne jail

An engrossed bill to authorize the sale of the court house and jail at Shelburne, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to authorize the sale of the court house and jail at Shelburne.

Cornwallis churches

An engrossed bill to facilitate the division and management of property by certain Presbyterian churches and congregations in Cornwallis, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to facilitate the division and management of property by certain Presbyterian churches and congregations in Cornwallis.

Ordered, That the clerk do carry the bills to the council, and desire their concurrence.

Supervisors statute
labor bill read 2d time

The bill to authorize the appointment of supervisors of statute labor, was read a third time.

Ordered, That the bill be committed to a committee of the whole house.

And committed

Private bills reported

Mr. Wade reported from the committee on private and local bills, that they had considered,

City of Halifax

The bill concerning the city of Halifax.

Wharf company

The bill to incorporate the Little River wharf company.

Digby wharf company

The bill to incorporate the Digby upper wharf company.

Digby fishing company

The bill to incorporate the Digby fishing company.

St. Matthew's church

The bill to alter and amend the act to incorporate the trustees of St. Matthew's church in Halifax.

Lunenburg polling
districts

The bill to add a polling district and alter certain electoral districts in the county of Lunenburg.

Lunenburg freemasons

The bill to incorporate the Unity lodge of freemasons at Lunenburg.

Pictou cemetery

The bill to revive the act to incorporate the Pictou cemetery company, and

Guysborough church

The bill to authorize the sale of the Presbyterian church at Guysborough ;

and had directed him to report such bills to the house severally without amendment ; and he delivered the bills in at the clerk's table.

Ordered, That the bills be committed to a committee of the whole house.

Bills committed

Report of penitentiary
committee

Mr. Robertson reported from the committee on the penitentiary ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Ordered, That the report be received and adopted, and that so much thereof as recommends a grant of money, be referred to the committee of supply.

Adopted and referred to supply

Mr. Killam, pursuant to the report of the committee on trade and manufactures, and pursuant to leave given, presented to the house,

Light duty bill

A bill in addition to chapter 21 of the revised statutes, "of light house duties." and such bill was read a first, and ordered to be read a second time.

A petition of inhabitants of the county of Richmond, was presented by Mr. Fuller and read, praying the house not to sanction the construction of a marine railway at St. Peter's, but to authorize the construction of a canal from St. Peter's harbor to the Bras d'Or lake.

Petition in favor of St. Peter's canal

Ordered, That the petition do lie on the table.

Mr. Locke moved that the house do come to the following resolution :

Resolution as to office of solicitor general

Whereas, it has been found that the office of solicitor general, with an annual salary of one hundred and twenty-five pounds, is unnecessary, and it is desirable in the present state of our finances to economize the public funds ;

Resolved therefore, as the opinion of the house, that the office of solicitor general be abolished :

Which being seconded,

Ordered, That the house do, on Thursday next, proceed to the consideration of such resolution.

Order of day for Thursday next

Mr. Brown, from the relief committee, reported in part by bill, and thereupon delivered to the house,

Settlement of poor bill

A bill to amend chapter 89 of the revised statutes, "of the settlement and support of the poor" ;

and such bill was read a first, and ordered to be read a second time.

The hon. the financial secretary, by command of his excellency the governor, presented to the house a petition of William Low, assistant commissary general, on half pay, praying for a free grant of land, under the circumstances mentioned in his petition, together with the report of commissioner of crown lands thereon.

W. Low's petition

Ordered, That the papers be referred to the committee on crown property.

Crown property com.

The hon. Mr. Henry, from the select committee to whom was referred the bill to facilitate the perfecting of titles in the Island of Cape Breton, reported that they had considered the bill, and had made amendments thereto, which they had directed him to report to the house with the bill ; and he delivered the bill, with the amendments, in at the clerk's table, where the amendments were read.

Cape Breton titles bill

Ordered, That the bill, with the amendments, be again committed to a committee of the whole house.

Bill recommitted

Ordered, That the house do, to-morrow, proceed to the consideration of the bill to establish a decimal currency, on the second reading thereof.

Order of day postponed

A message from the council, by Mr. Halliburton :

Message

Mr. Speaker,

The council have agreed to the bills, entitled, respectively,

Bills agreed to

An act to enable John Barry to obtain letters patent ;

Barry's patent

An act to legalize certain proceedings of the overseers of the poor for the district of Barrington ;

Barrington poor districts

An act to incorporate the Digby sea wall pier company ;

Digby sea wall company

An act to authorise the sale of the old Presbyterian church at Gay's River ;

Gay's River church

Archibald's patent	An act to enable Charles Dickson Archibald, and Moses S. Salter, to obtain letters patent, and
Trusts and trustees	An act to amend the act relating to trusts and trustees ; without any amendments.
Council's bills	The council have passed the bills, entitled, respectively,
Petty trespass	An act further to amend chapter 147 of the revised statutes, "of petty trespasses and assaults," and
Criminal justice	An act in addition to an act to amend chapter 168 of the revised statutes, "of the administration of criminal justice"— to which bills they desire the concurrence of this honorable house. And then the messenger withdrew.
Council's bills read 1st time	The engrossed bills from the council, entitled, respectively, An act further to amend chapter 147 of the revised statutes, "of petty trespasses and assaults," and An act in addition to an act to amend chapter 168 of the revised statutes, "of the administration of criminal justice"; were severally read a first, and ordered to be read a second time.
Committee on bills	On motion, the house resolved itself into a committee on bills. Mr. Speaker left the chair. Mr. Ryder took the chair of the committee. Mr. Speaker resumed the chair.
Bills reported	The chairman reported from the committee that they had considered,
Grand juror's bill to be deferred	The bill to provide for the election of grand jurors ; and had directed him to recommend to the house to defer the further consideration of such bill for three months ; that they had gone through
Dartmouth cemetery	The bill relating to the Roman Catholic cemetery at Dartmouth.
St. Matthew's church	The bill to alter and amend the act to incorporate the trustees of St. Matthew's church in Halifax.
Wooden buildings	The bill to prohibit the erection of wooden buildings within a certain portion of the city of Halifax.
Signal station	The bill relating to the signal station at Halifax.
Orphan's home	The council's engrossed bill to incorporate the Protestant orphans' home.
Juries	The bill to continue the act to amend chapter 136 of the revised statutes, "of juries".
Railway damages	The bill to confirm certain proceedings of the sessions of the county of Halifax, with reference to railway damages.
Supervisors of roads and Provincial loan	The bill to authorize the appointment of supervisors of statute labor, and The bill to continue the act to authorize a provincial loan ;
Without amendment	and had directed him to report such bills severally to the house without any amendments ; and that they had also gone through
Cape Breton titles	The bill to facilitate the perfecting of titles in the Island of Cape Breton.
Practice act	The council's engrossed bill to amend the new practice act.
Yarmouth bank	The bill to incorporate the Bank of Yarmouth, Nova Scotia.
Destitute seamen and Prohibitory liquor law	The bill relating to destitute seamen, and The bill for restricting the manufacture and sale of intoxicating liquors ;
With amendments	and had made amendments to such bills respectively, which they had directed him to report to the house with the bills ; and he delivered the bills, together with the amendments to the five last mentioned bills, in at the elerk's table, where such amendments were read.
Grand juries bill deferred	<i>Ordered,</i> That the further consideration of the bill to provide for the election of grand jurors, be deferred until this day three months.

Ordered,

Ordered: That the bills reported without amendments be engrossed.

Orders to engross

Ordered, That the bills reported with amendments be engrossed with the amendments.

The engrossed bill from the council, entitled, an act to incorporate the Protestant orphans' home, was then read a third time.

Council's bills passed
Orphans' home

And thereupon,

On motion, *resolved*, that such bill be agreed to.

The engrossed bill from the council, entitled, an act to amend the new practice act, was then read a third time, with the amendments made thereto.

Practice amendment
with amendments

And thereupon,

On motion, *resolved*, That such bill be agreed to, and do pass this house with such amendments.

Ordered, That the clerk do carry the bills back to the council, and acquaint them that this house have agreed thereto, with such amendments to the last mentioned bill.

Then the house adjourned until to-morrow, at three of the clock

TUESDAY, 29th MARCH, 1859.

PRAYERS.

Mr. Shaw, from the committee on road damages, reported in part by bill, and thereupon delivered to the house,

Road damage bill

A bill to amend the law relating to road damages ;
and such bill was read a first, and ordered to be read a second time.

A petition of William Cahill, late town sergeant of Halifax, to his excellency the governor, was, by his excellency's command, presented to the house by the hon. the financial secretary and read, praying a free grant of land, under the circumstances mentioned in his petition.

Petition of W. Cahill

Ordered, That the petition be referred to the committee on crown property.

Crown property com.

An engrossed bill relating to the Roman Catholic cemetery at Dartmouth, was read a third time.

Bill's read 3d time
Dartmouth cemetery

Resolved, That the bill do pass, and that the title be, an act relating to the Roman Catholic cemetery at Dartmouth.

An engrossed bill to alter and amend the act to incorporate the trustees of St. Matthew's church in Halifax, was read a third time.

St. Matthew's church

Resolved, That the bill do pass, and that the title be, an act to alter and amend the act to incorporate the trustees of St. Matthew's church in Halifax.

An engrossed bill relating to the signal station at Halifax, was read a third time.

Halifax signal station

Resolved, That the bill do pass, and that the title be, an act relating to the signal station at Halifax.

An engrossed bill to continue the act to amend chapter 136 of the revised statutes, "of juries," was read a third time.

Juries

Resolved, That the bill do pass, and that the title be, an act to amend chapter 136 of the revised statutes, "of juries."

An engrossed bill to confirm certain proceedings of the sessions of the county of Halifax, with reference to railway damages, was read a third time.

Halifax railway
damages

Resolved,

Resolved, That the bill do pass, and that the title be, an act to confirm certain proceedings of the sessions of the county of Halifax, with reference to railway damages.

Supervisors of statute labor

An engrossed bill to authorize the appointment of supervisors of statute labor, was read a third time

Resolved, That the bill do pass, and that the title be, an act to authorize the appointment of supervisors of statute labor.

Destitute seamen

An engrossed bill relating to destitute seamen, was read a third time.

Resolved, That the bill do pass, and that the title be, an act relating to destitute seamen.

Provincial loan

An engrossed bill to continue the act to authorize a provincial loan, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to continue the act to authorize a provincial loan.

Bills sent to council

Ordered, That the clerk do carry the bills to the council, and desire their concurrence

Liverpool bridge bill

Mr. McLearn, pursuant to special leave given, presented to the house, a bill to provide for building a bridge over the Liverpool river, in Queen's county; and such bill was read a first, and ordered to be read a second time.

Victoria assessment bill

The hon. C. J. Campbell, pursuant to special leave given, presented to the house, a bill to authorize an assessment on the county of Victoria; and the same was read a first, and ordered to be read a second time.

Message

A message from the council, by Mr. Halliburton:

Mr. Speaker,

Bills agreed to

The council have agreed to the bills entitled, respectively,

Hammond's Plains hall

An act to incorporate the trustees of the Temperance hall and school house at Hammond's Plains.

Practice act extension

An act to extend the provisions of the new practice act.

Pictou truckmen

An act to regulate truckmen and trucking in the town of Pictou.

Liverpool assessments

An act to extend the operation of chapter 15 of the acts of 1858.

Chipman brook pier

An act to incorporate the Chipman brook pier company.

Hunt and others patent

An act to enable Edward Hunt and Henry Davis Pochin, to obtain letters patent.

Public instruction

An act further to amend chapter 60 of the revised statutes, "of public instruction."

Shelburne jail

An act to authorize the sale of the court house and jail at Shelburne.

Cornwallis churches

An act to facilitate the division and management of property by certain Presbyterian churches and congregations in Cornwallis.

Shelburne sessions

An act to alter the time of holding the sessions for the district of Shelburne.

Fire engines

An act to amend the act to authorize assessments to procure fire engines.

Laurel hill cemetery

An act to incorporate the Laurel Hill cemetery at Pictou.

Port Mulgrave

An act for naming Port Mulgrave, in the county of Guysborough.

Registry of deeds

An act to facilitate the taking of evidence and the registry of deeds.

Tare on sugar

An act to regulate the tare on sugar.

Customs duties

An act to regulate customs duties;

Light house duties

An act to continue the law imposing light house duties.

Distilleries, and

An act to continue and amend the laws regulating distilleries; and

Weights and measures

An act to amend chapter 86 of the revised statutes, "of weights and measures;"

Without amendment

without any amendments.

The council have agreed to the bill, entitled,

County assessments amended

An act to legalize certain proceedings relative to assessments,

with amendments—to which amendments they desire the concurrence of this honorable house.

The amendments proposed by the council to the bill, entitled,
An act to legalize certain proceedings relative to assessments,
were read a first, and *nem. con.*, a second time, and con-
sidered by the house,

Council's amendments
read

And thereupon,

On motion, *resolved*, that such amendments be not agreed to.

And not agreed to

Ordered, That the clerk do carry the bills back to the council, and acquaint them that
this house have not agreed to such amendments.

Pursuant to order, the house resumed the consideration of the resolution relating to
the extension of the railway from Truro to Pictou; and after some time spent in debate
thereon,

Order of day—
Pictou railway

Ordered, That the debate be further adjourned until to-morrow.

Debate adjourned

Ordered, That the house do, to-morrow, proceed to the consideration of
The bill to establish a decimal currency.

Decimal currency

On the second reading thereof,

Ordered, That the road scales be presented on Monday next.

The hon. the attorney general, from the committee on amendments to the law, re-
ported that they had considered,

Commissioners of
sewers

The bill further to amend chapter 73 of the revised statutes, "of commissioners of
sewers, and the regulating of dyked and marsh lands";

and had made amendments thereto, which amendments they
had directed him to report to the house with the bill; and he delivered the bill, with
the amendments, in at the clerk's table, where the amendments were read.

Ordered, That the bill, with the amendments, be committed to a committee of the
whole house.

Bill committed

On motion of Mr. Moses, *resolved*, that the sum of ten pounds and one shilling re-
maining undrawn for the road and bridge service for the county of Yarmouth, be added
to the grant for such service in that county, for the present year, viz.

Change of appropria-
tion

57 Amos Pitman, grant 1858,	£0 1 6
Unappropriated,	10 0 0

Ordered, That the clerk do carry the resolution to the council, and desire their concur-
rence.

Sent to council

Then the house adjourned until to-morrow, at half-past two of the clock.

WEDNESDAY, 30th MARCH, 1859.

PRAYERS.

A message from his excellency the governor, by the gentleman usher of the black
rod:

Message from gover-
nor

Mr. Speaker,

His excellency the governor commands the immediate attendance of this honorable
house in the council chamber.

Commands attendance
of house

Accordingly, Mr. Speaker, with the house, attended his excellency in the council
chamber.

House attend

And being returned,

Mr. Speaker reported that the house had attended his excellency in the council
chamber, when his excellency was pleased to give his assent to thirty-five bills, entitled,
as follows, viz:

Bills assented to

An

Hammond's Plains hall	An act to incorporate the trustees of the Temperance hall and school house at Hammond's Plains.
New practice act	An act to extend the provisions of the new practice act.
Naturalization	An act to naturalize certain aliens.
Pictou truckmen	An act to regulate truckmen and trucking in the town of Pictou.
Liverpool streets	An act to legalize the appointment of commissioners of streets for the town of Liverpool.
Assessments Liverpool	An act to extend the operation of chapter 15 of the acts of 1858.
Chipman brook pier company	An act to incorporate the Chipman brook pier company.
Mines regulations	An act in addition to the act to regulate the mines of this province.
Barry's patent	An act to enable John Barry to obtain letters patent.
Coal mines	An act to amend chapter 27 of the revised statutes, "of the coal mines," and the act in amendment thereof.
Hunt and others patent	An act to enable Edward Hunt and Henry Davis Pochin, to obtain letters patent.
Public instruction	An act further to amend chapter 60 of the revised statutes "of public instruction."
Shelburne court house	An act to authorize the sale of the court house and jail at Shelburne.
Barrington poor district	An act to legalize certain proceedings of the overseers of the poor for the district of Barrington.
Indian reserves	An act concerning Indian reserves.
County lines	An act relating to county and township lines and boundaries.
Fees in land office	An act relating to fees taken in the crown land office.
Argyle district	An act to amend the act to constitute Argyle, in the county of Yarmouth, a separate district.
Cornwallis church	An act to facilitate the division and management of property by certain Presbyterian churches and congregations in Cornwallis.
Elective franchise	An act for the better equalizing the elective franchise in certain counties.
Sea wall pier company	An act to incorporate the Digby sea wall pier company.
Shelburne sessions	An act to alter the time of holding the sessions for the district of Shelburne.
Escheats	An act for escheating lands that have been forfeited to the crown.
Weights and measures	An act to amend chapter 86 of the revised statutes, "of weights and measures."
Fire engines	An act to amend the act to authorize assessments to procure fire engines.
Gay's River church	An act to authorize the sale of the old Presbyterian church at Gay's River.
C. D. Archibald's patent	An act to enable Charles Dickson Archibald, and Moses S. Salter, to obtain letters patent.
Pictou cemetery	An act to incorporate the Laurel Hill cemetery company at Pictou.
Port Mulgrave	An act for naming Port Mulgrave, in the county of Guysborough.
Trusts and trustees	An act to amend the act relating to trusts and trustees.
Registry of deeds	An act to facilitate the taking of evidence and the registry of deeds.
Tare on sugar	An act to regulate the tare on sugar.
Customs duties	An act to regulate the customs duties.
Light house duties	An act to continue the law imposing light house duties.
Distilleries	An act to continue and amend the law to regulate distilleries.
Militia bill	The hon. Mr. Henry, pursuant to special leave given, presented to the house a bill to amend the laws relative to the militia; and such bill was read a first, and ordered to be read a second time.
Cape Breton titles bill read 3d time	An engrossed bill to facilitate the perfecting of titles in the Island of Cape Breton, was read a third time.
Passed	<i>Resolved</i> , That the bill do pass, and that the title be, an act to facilitate the perfecting of titles in the Island of Cape Breton.
Message	A message from the council, by Mr. Halliburton: Mr. Speaker,
Supreme court bill amended	The council have agreed to the bill, entitled, an act further to amend chapter 126 of the

the revised statutes, "of the supreme court and its officers," with amendments—to which amendments they desire the concurrence of this honorable house.

The council do not adhere to the amendments proposed by them to the bill, entitled, an act to legalize certain proceedings relative to assessments, but have agreed to the bill as originally sent to them.

Amendments to assessment bill not adhered to

The council have passed the bills, entitled, respectively,

Council's bills

An act to enable Charles Dickson Archibald, to obtain letters patent, and

C. D. Archibald

An act to amend the act to provide for the registry of warrants to confess judgment—to which bills they desire the concurrence of this honorable

Warrants of attorney

house.

And then the messenger withdrew.

The amendments proposed by the council to the bill, entitled, an act further to amend chapter 126 of the revised statutes, "of the supreme court and its officers," were read a first, and *nem. con.*, a second time, and considered by the house.

Council's amendments agreed to

And thereupon,

On motion, *resolved*, that such amendments be agreed to.

Ordered, That the clerk do carry the bill and amendments back to the council, and acquaint them that this house have agreed to such amendments.

The engrossed bills from the council, entitled, respectively,

Council's bills read

An act to enable Charles Dickson Archibald, to obtain letters patent, and

An act to amend the act to provide for the registry of warrants to confess judgment, were read a first, and ordered to be read a second time.

Mr. Ryder reported from the committee on humane institutions; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Report of humane institution committee

(See Appendix No. 50.)

Ordered, That the report be received, and do lie on the table.

And thereupon,

Mr. Ryder, pursuant to the direction of the committee, presented to the house a bill to amend the act for the management of the hospital for the insane; and such bill was read a first, and ordered to be read a second time.

Insane hospital bill

A petition of James Parks of Truro, a discharged soldier, was, by special leave, presented by Mr. Archibald and read, praying for a free grant of crown lands, under the circumstances mentioned in his petition.

Petition of J. Parkes

Ordered, That the petition be referred to the committee on crown property.

Crown property com.

Ordered, That the report of the committee on trade and manufactures, be referred to the committee of supply.

Mr. McFarlane reported from the committee on the petition of Joseph Dickson; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Report on J. Dickson's petition

(See appendix No. 51.)

Ordered, That the report be received and adopted, and referred to the committee of supply.

Ordered, That Mr. Ruggles and Mr. Davison, have leave of absence after Saturday next, on urgent private business.

Leave of absence

An engrossed bill for restricting the manufacture and sale of intoxicating liquors, was read a third time;

Liquor law bill read 3d time

and the usual question being propounded from the chair that such bill do pass,

Amendment to defer moved

Mr. Wilkins moved, by way of amendment thereto, that the further consideration of such bill be deferred until this day three months :

And lost on division

Which being seconded, and the house dividing thereon, there appeared for the amendment, nine ; against it, thirty-two.

For the amendment,

Against the amendment,

Mr. Wier,
Martell,
Bailey,
Rinhard,
Hon. C. J. Campbell,
Mr. Gilderd,
Wilkins,
Hon. Mr. Henry,
Mr. Bourneuf.

Mr. Bill,
McClearn,
McKeagney,
Tobin,
Mr. Parker,
Hon. J. Campbell,
Mr. Ruggles,
Hon. Atty. General,
Mr. Churchill,
Wade,
Ryder,

Hon. Fin. Secretary,
Mr. B. Smith,
Hon. Prov. Secretary,
Mr. Moses,
McKenzie,
Esson,
Hon. Mr. Howe,
Mr. Morrison,
Hon. Mr. Young,
Archibald,
Annand,

Mr. McFarlane,
Chambers,
Robertson,
Killam,
Webster,
McLelan,
Robecheau,
Shaw,
Chipman,
McDonald.

So it passed in the negative.

Bill amended on division

The hon. the attorney general, then moved that the bill be amended by inserting in the tenth clause thereof, after the words "take place," the following words :

"Including in estimating the majority, the votes for or against the bill in those counties, townships or districts, in which no such contest shall take place" :

Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty ; against it, eighteen.

So it passed in the affirmative.

Ordered, That the bill be amended accordingly.

Amendment to omit optional clauses

Mr. Archibald then moved, by way of amendment to the original question, the following resolution :

Whereas, the proposal embodied in the bill to submit a subject on which this house is called to legislate to the decision of the people by a secret vote, is contrary to the spirit and genius of the British constitution which delegates to their representatives the duties of legislation :

And whereas, the tendency of this course, as respects the present bill, will be to array against the prohibitory policy the opposition of large classes of the population interested to defeat the measure : *And whereas*, one of the provisions of the bill substantially enacts that all electors who do not vote for the bill shall be considered as voting against it : *And whereas*, the inevitable result will be the rejection of the bill, and the destruction for many years to come, of any possibility of engrafting the prohibitory policy on the legislation of the country :

Resolved therefore, That all those clauses which provide for taking an electoral vote on the bill, shall be struck out, and that the bill be so amended as to be brought into operation absolutely at such time as this house shall determine :

Which amendment being seconded, and the house dividing thereon, there appeared for the amendment, twelve ; against it, twenty-four.

For the amendment,

Mr. Annand,
Rinhard,
Parker,
B. Smith,
Gilderd,
McKenzie,
Morrison,
McLelan,
Archibald,
McDonald,
Robertson,
Chambers.

Against the amendment,

Mr. Bill,
Ruggles,
Hon. C. J. Campbell,
Fin. Secretary,
Mr. Caldwell,
McKeagney,
Wade,
Churchill,
McClearn,
Wilkins,
Shaw,
Moses,

Mr. McFarlane,
Hon. Prov. Secretary,
Atty. General,
Mr. Young,
Mr. Brown,
Ryder,
Hon. Mr. Howe,
Mr. Webster,
Chipman,
Killam,
Esson,
Bailey.

And lost on division

So it passed in the negative.

The original question being then propounded from the chair, was agreed to by the house,

And accordingly,

Resolved, That the bill do pass, and that the title be, an act for restricting the manufacture and sale of intoxicating liquors.

Ordered, That the clerk do carry the bill to the council, and desire their concurrence.

Pursuant to order, the house resumed the consideration of the resolution moved on the twenty-third day of February last, relating to the extension of the railway from Truro to Pictou.

Pictou railway resolution

And thereupon, Mr. Wilkins renewed his motion that such resolution be agreed to :

Which being seconded,

The hon. the financial secretary moved, by way of amendment, the following resolution :

Amendment moved

Resolved, That in the present state of the finances of the province, and until the experience of another year shall have tested the remunerative character of the railway already constructed, this house would not be justified in increasing the debt of the province so largely as would be effected by the extension of the line to Pictou during the present year :

Which amendment being seconded,

Mr. Chambers moved, by way of second amendment, the following resolution :

2d amendment moved

Whereas, the original design of the railroad from Halifax contemplated its extension on the eastern line either to the frontier of New Brunswick or to Pictou, and to allow it to terminate at Truro would defeat the main purpose for which it was constructed :

And whereas, in the present state of the New Brunswick railways, and after the refusal of the British government to aid the inter-colonial line, it would obviously be unwise to extend the provincial railroad to the frontier, in preference to the Pictou line, and it is of the highest consequence to complete that line, and thereby to command the increasing and valuable trade of the Gulf of St. Lawrence, and to open our communications with Canada, New Brunswick, Prince Edward Island, Cape Breton, and other places in the Gulf, as well as with the coal mines in the county of Pictou :

Resolved, That in the opinion of this house the railroad should be extended and completed to Pictou, with the least possible delay, so soon as the management of our public affairs passes into other hands, and the railway can be efficiently and economically conducted, and the revenues of the province, with the returns of the railways now open, shall give to this house the means of paying the interest on the cost of such construction :

Which being seconded, after some time spent in debate thereon,

Ordered, That the debate be further adjourned until to-morrow.

Debate adjourned

Ordered, That the bill to establish a decimal currency be read a second time to-morrow.

Then

Then the house adjourned until to-morrow, at three of the clock.

THURSDAY, 31st MARCH, 1859.

PRAYERS.

- Temperance petitions A petition of inhabitants of Granville, was presented by Mr. Ruggles and read, and
 A petition of inhabitants of Wilmot, was presented by the hon. the attorney general
 and read.
 Such petitions severally praying for the prohibition of all sale of intoxicating liquors,
 during, and for two days prior to the next general election.
Ordered, That the petitions do lie on the table.
- Orders of day postponed *Ordered*, That the consideration of the resolution relating to the abolition of the
 office of solicitor general, be further postponed until to-morrow.
Ordered, That the bill to establish a decimal currency be read, a second time to-mor-
 row.
- Message A message from the council, by Mr. Halliburton :
 Mr. Speaker,
 Bills passed The council have agreed to the bills, entitled, respectively,
 Dartmouth cemetery An act relating to the Roman Catholic cemetery at Dartmouth.
 St. Matthew's church An act to alter and amend the act to incorporate the trustees of St. Matthew's church
 in Halifax.
 Halifax signal station An act relating to the signal station at Halifax.
 Juries An act to continue the act to amend chapter 136 of the revised statutes "of juries."
 Halifax railway An act to confirm certain proceedings of the sessions of the county of Halifax, with
 damages reference to railway damages.
 Destitute seamen An act relating to destitute seamen, and
 Cape Race light house An act to continue the act to authorize a provincial loan,
 severally without any amendments.
 Supreme court The council have agreed to the bill, entitled, an act further to amend chapter 126 of
 Bill amended the revised statutes, "of the supreme court and its officers," as amended.
 Crown property The council have agreed to the bill, entitled, an act concerning trespasses to crown
 property, with amendments, to which they desire the concurrence of this honorable
 house.
 And then the messenger withdrew.
- Council's amendments read The amendments proposed by the council to the bill, entitled, an act concerning tres-
 passes to crown property, were read a first, and ordered to be read a second time.
- Pictou railway resolution Pursuant to order, the house resumed the consideration of the resolution relative to
 the extension of the railway to Pictou, moved on the twenty-third day of February,
 and the amendments thereto, moved yesterday; and after some time spent in debate
 thereon,
 Mr. Chambers renewed his motion that such second amendment do pass: which
 being seconded, and the house dividing thereon, there appeared for the amendment,
 fourteen; against it, twenty-eight.
- Second amendment lost on division

For the amendment,

Mr. Rinhard,
Bailey,
Morrison,
McLelan,
Archibald,
Locke,
Webster,
Chambers,
Munro,
Hon Mr. Young,
Mr. Wier,
Robertson,
Chipman,
Esson.

Against the amendment,

Mr. McClearn,
Caldwell,
Hon. J. Campbell,
Moses,
Churchill,
Shaw,
Bill,
McKeagney,
White,
Brown,
Killam,
Parker,
Wilkins,
McDonald,
Mr. B. Smith,
McKenzie,
Hon. Mr. Howe,
Hon. Mr. Henry,
Bourneuf,
Hon. Prov. Secretary,
Mr. McFarlane,
Hon. Atty. General,
Wade,
Mr. Robecheau,
Hon. Mr. McKinnon,
Hon. C. J. Campbell,
Mr. Ryder,
Hon. Fin. Secretary.

So it passed in the negative.

The question being then taken upon the first of such amendments, and the house dividing thereon, there appeared for the amendment, twenty-five; against it, eighteen.

First amendment
carried on division

For the amendment,

Mr. Brown,
Bill,
McClearn,
Churchill,
Caldwell,
Killam,
Hon. J. Campbell,
Mr. Moses,
White,
Wade,
McKeagney,
Shaw,
Ryder,
Mr. McKenzie,
Bourneuf,
McFarlane,
Hon. Prov. Secretary,
Mr. Henry,
Hon. C. J. Campbell,
Atty. General,
Hon. Fin. Secretary,
Mr. Gilderd,
Robertson,
Esson,
Robecheau.

Against the amendment,

Mr. Bailey,
Rinhard,
Webster,
McLelan,
Locke,
Parker,
Wilkins,
B. Smith,
Archibald,
Munro,
McDonald,
Hon. Mr. Howe,
Hon. Mr. Young,
Mr. Chambers,
Morrison,
Wier,
Chipman.

So it passed in the affirmative.

And accordingly,

Resolved, That in the present state of the finances of the province, and until the experience of another year shall have tested the remunerative character of the railways already constructed, this house would not be justified in increasing the debt of the province so largely as would be effected by the extension of the line to Pictou during the present year.

Resolution

The honorable the attorney general, pursuant to special leave given, presented to the house, a bill to amend chapter 11 of the acts of 1858; and the same was read a first, and ordered to be read a second time.

Railway act amend-
ment bill

Then the house adjourned until to-morrow, at three of the clock.

FRIDAY, 1st APRIL, 1859.

PRAYERS.

An engrossed bill to incorporate the bank of Yarmouth, Nova Scotia, was read a third time.

Read 3d time
Yarmouth bank

Resolved, That the bill do pass, and that title be, an act to incorporate the bank of Yarmouth, Nova Scotia.

The

Bills read 2d time	The following bills were severally read a second time :		
Cape Race light house	A bill in addition to chapter 21 of the revised statutes, "of light house duties."		
Settlement of poor	A bill further to amend chapter 89 of the revised statutes, "of the settlement and support of the poor."		
Petty trespasses	The council's engrossed bill, further to amend chapter 147 of the revised statutes, "of petty trespasses and assaults."		
Criminal justice	The council's engrossed bill, in addition to an act to amend chapter 168 of the revised statutes, "of the administration of criminal justice."		
Road damages	A bill to amend the law relating to road damages.		
Militia	A bill to amend the laws relative to the militia.		
Insane hospital	A bill to amend the act for the management of the hospital for the insane ; and		
Halifax railway	A bill to amend chapter 11 of the acts of 1858.		
Bills committed	<i>Ordered</i> , That the bills be committed to a committee of the whole house.		
Council's amendments to crown property bill	The amendments proposed by the council to the bill, entitled, an act concerning trespasses to crown property, were read a second time, and considered by the house.		
Agreed to	And thereupon, On motion, <i>resolved</i> , That such amendments be agreed to. <i>Ordered</i> , That the clerk do carry the bill and amendments back to the council, and acquaint them that this house have agreed to such amendments.		
Report of public accounts committee	Mr. Killam reported from the committee on public accounts ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read. (<i>See appendix No. 52.</i>) <i>Ordered</i> , That the report be received, and do lie on the table.		
Currency bill	The bill to establish a decimal currency, was read a second time. And thereupon, the hon. Mr. Henry moved that such bill be committed to a committee of the whole house : Which being seconded, The hon. Mr. Young moved, by way of amendment, the following resolutions :		
Amendment moved	<i>Resolved</i> , As the opinion of this House, that the several coins mentioned in chapter 85 of the revised statutes, shall constitute legal tenders as heretofore, at the several rates therein declared.		
Resolutions	And whereas, it will greatly facilitate the keeping and audit of the public accounts of this province, that the same be kept in dollars and cents : <i>Resolved</i> , As the opinion of this house, that all accounts to be rendered to the provincial government or to any public officer or department in this province, by any officer or functionary, or by any party receiving aid from the province, or otherwise accountable to the government or legislature thereof, shall be so rendered in dollars and cents ; but any such accounts may have a second column containing sums in pounds, shillings and pence, equivalent to the sums so stated in dollars and cents, if the accountant shall prefer to render his account in that form.		
	That the several coins hereafter mentioned shall be received and paid at the provincial treasury and other departments as equivalent for the following sums in money of account :		
		Dollars	Cents
	The Gold Sovereign of the United Kingdom, at	5	0
	Silver Crown	1	25
	" Half	0	62½
	" Florin	0	50
	" Shilling	0	25
	" Six pence	0	12½
	Copper Penny of the United Kingdom, and that issued from the treasury of the province,		2
	Half-penny		1
			That

That the foregoing resolutions shall take effect from and after the 31st day of December, A. D., 1859 :

Which amendment being seconded, and a debate arising thereon, after some time spent in such debate,

Ordered, That the debate be adjourned until Tuesday next.

Debate adjourned

On motion of Mr Caldwell,

Resolved, That the sum of eighty pounds five shillings and eight pence, undrawn money for the county of Cape Breton, in 1858, be appropriated for roads and bridges in that county, during the present year, viz :

Change of appropriation, Cape Breton

No. 13	George Rigby,	£3	0	0	No. 75	Angus McIntyre,	10	0	0
17	William Fife,	2	10	0	76	Cornelius Sullivan,	2	10	0
22	John McNeil,	0	8	0	79	John McKenzie,	0	2	0
23	Neil McNeil,	0	6	0	85	Kenneth McLellan,	0	0	6
43	Angus McDonald,	0	0	6	92	Donald McMullen,	7	10	0
56	William Cussock,	0	5	3	97	John McCormack,	10	0	0
59	William Stevens,	7	14	9	98	James Peach,	5	0	0
63	John McDonald,	5	0	0	101	Hugh McDonald,	0	0	6
66	Donald O'Handley,	10	0	0	103	John McDonald,	9	13	3
72	Allan O'Handley,	10	0	0	108	Hector McNeil,	2	6	5
74	Michael Murphy,	0	0	6	112	Unappropriated,	0	18	1

£87 5 8

Ordered, That the clerk do carry the resolution to the council, and desire their concurrence.

Sent to council

Ordered, That the consideration of the resolution relating to the abolition of the office of solicitor general, be further postponed until Tuesday next.

Order of day postponed

Then the house adjourned until to-morrow, at three of the clock.

SATURDAY, 2nd APRIL, 1859.

PRAYERS.

On motion, the house resolved itself into a committee on bills.

Committee on bills

Mr. Speaker left the chair.

Mr. Ryder took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through

Bills reported

The bill to amend the laws relative to the militia, and

Militia

The bill to amend chapter 11 of the act of 1858 ;

Halifax railway

and had directed him to report such bills to the house severally, without amendment ; and that they had also gone through

The bill to add a polling place in the county of Halifax ; and

Polling places

The bill to regulate the manner of conducting elections in electoral divisions ;

Electoral divisions

and had made amendments to such bills respectively, which they had directed him to report to the house with the bills ; and he delivered the bills, together with the amendments to the two last mentioned bills, in at the clerk's table, where such amendments were read.

Ordered, That the bills reported without amendments be engrossed.

Orders to engross

Ordered, That the bills reported with amendments be engrossed with the amendments.

Mr.

Cornwallis bridge bill

Mr. Killam reported from the committee to whom was referred the petition of the commissioners of the Cornwallis bridge; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

(See appendix No. 53.)

Report received

Ordered, That the report be received, and do lie on the table.
And thereupon,

Cornwallis bridge bill

Mr. Killam, pursuant to leave given, presented to the house,

A bill to provide funds for defraying the expense of completing Cornwallis bridge; and the same was read a first, and ordered to be read a second time.

Then the house adjourned until Monday next, at twelve of the clock.

MONDAY, 4th APRIL, 1859.

PRAYERS.

Changes of appropriation, Halifax

On motion of Mr. Esson,

Resolved, That the following sums, amounting to sixty-one pounds seventeen shillings and four pence, granted for roads and bridges in the county of Halifax, and remaining undrawn, be added to the road scale of the county for 1859.

No. 2,	£0	5	9
7,	0	2	2
28,	5	0	0
39,	9	0	0
46,	5	0	0
47,	42	8	7
	<hr/>		
	£61	17	4

On motion of Mr. Bailey,

Lunenburg

Resolved, That the sum of twenty-nine pounds one shilling and sixpence, of road moneys of the county of Lunenburg, viz :

No. 85,	£0	1	9	No. 136,	10	0	0
124,	0	2	7	145,	5	0	0
125½,	8	0	0	147,	0	9	11
126,	0	14	9	149,	0	2	0
				Unappropriated,	4	9	6
					<hr/>		
					£29	1	6

and remaining undrawn in the treasury, be granted and applied to the general road and bridge service in the county of Lunenburg for the present year.

Hants

On motion of Mr. Parker,

Resolved, That the sum of fourteen pounds ten shillings and two pence of road moneys for Hants county, remaining undrawn in the last year, be added to the appropriation for the present year in such county, viz :

No. 7 Wm. McDougal,	£0	0	1	No. 22 John McMeek,	0	2	6
14 John McDonald,	5	0	0	34 Patrick Walker,	0	3	6
15 David McKenzie,	0	4	0	42 E. Taylor,	4	0	0
16 James Fraser,	5	0	0	Unappropriated,	0	0	1
					<hr/>		
					£14	10	2

On

On motion of Mr. McFarlane,

Cumberland

Resolved, That the following sums of undrawn moneys from the road grant of the county of Cumberland for 1858, be added to the grant, and re-appropriated for the present year.

No. 2	£0 4 9	No. 64	0 1 8
14	0 0 6	102	0 0 3
35	0 1 0	111	0 5 0
39	5 0 0	127	2 10 0
			£8 3 4

Ordered, That the clerk do carry the resolutions to the council, and desire their concurrence.

The hon. Mr. Howe reported from the committee to whom was referred the report of Thomas B. Akins, esquire, commissioner for the completion and preservation of the ancient provincial records; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Report of committee on record commission

(See appendix No. 54.)

Ordered, That the report be received and adopted, and referred to the committee of supply.

Report adopted and referred

The hon. the financial secretary reported from the committee on public printing; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Report of printing com

(See appendix No. 55.)

Ordered, That the report be received, and referred to the committee of supply.

Referred to supply

Ordered, That the report of the committee on humane institutions be adopted, and referred to the committee of supply.

Humane institution committee report referred

Mr. McDonald moved that the report of the committee on the petition of the inland navigation company, presented to the house on the twenty-first day of March last, be adopted:

Motion to adopt report of committee on petition of inland navigation company

Which being seconded, and the house dividing thereon, there appeared for the motion, sixteen; against it, twenty-two.

Lost on division

So it passed in the negative.

A message from the council, by Mr. Halliburton:

Message

Mr. Speaker,

The council have agreed to the bill further to enforce the making of assessments, with amendments—to which they desire the concurrence of this honorable house.

Assessment bill amended

The council have agreed to the amendments proposed by this honorable house to the bill, entitled, an act to amend the new practice act.

Amendments to practice act bill agreed to

The council have passed two bills, entitled, respectively,

Council's bills

An act to authorize the sale of two Presbyterian meeting houses at Barney's River, and,

Barney's River churches

An act in further amendment of the new practice act—

Reviving judgment

to which bills they desire the concurrence of this honorable

house.

And then the messenger withdrew.

Ordered, That the road scales be presented to-morrow.

An engrossed bill to add a polling place in the county of Halifax, was read a third time.

Bills read 3d time
Polling places bill

And thereupon, the hon. the attorney general, moved that such bill do pass:

Which being seconded,

Amendment moved	The hon. Mr. Howe moved that the bill be amended by striking out the clauses which divide the township of Falmouth into two electoral districts :
And lost on division	Which amendment being seconded, and the house dividing thereon, there appeared for the amendment, seventeen ; against it, nineteen. So it passed in the negative.
Sundry amendments agreed to	Mr. McKeagney then moved that so much of the bill as created two polling places in certain electoral districts in the county of Cape Breton, be struck out : Which being seconded and put, was agreed to by the house. <i>Ordered</i> , That the bill be amended accordingly.
	Mr. Munro then moved that so much of the bill as creates two polling districts in electoral district number eight, in Victoria county, be struck out, and that the following clause be inserted in place thereof : There shall be a polling district called number nine, at Bay of St. Lawrence, to extend so as to include John Gillies', and the polling place shall be at or near Zwicker's, Bay St. Lawrence : Which, being seconded and put, was agreed to by the house. <i>Ordered</i> , That the bill be amended accordingly.
	The hon. the attorney general then moved that the last clause of the bill be struck out : Which being seconded and put, was agreed to by the house. <i>Ordered</i> , That the bill be amended accordingly.
	The original question being then propounded from the chair, was agreed to by the house. And accordingly,
Bill passed and title altered	<i>Resolved</i> , That the bill do pass, and that the title be, an act to alter and establish the bounds of electoral districts in certain counties of this province.
Halifax wooden buildings	An engrossed bill to prohibit the erection of wooden buildings within a certain portion of the city of Halifax, was read a third time. <i>Resolved</i> , That the bill do pass, and that the title be, an act to prohibit the erection of wooden buildings within a certain portion of the city of Halifax.
Electoral divisions	An engrossed bill to regulate the manner of conducting elections in electoral divisions, was read a third time. <i>Resolved</i> , That the bill do pass, and that the title be, an act to regulate the manner of conducting elections in electoral divisions.
Militia	An engrossed bill to amend the laws relative to the militia, was read a third time. <i>Resolved</i> , That the bill do pass, and that the title be, an act to amend the laws relative to the militia.
Halifax railway	An engrossed bill to amend chapter 11 of the acts of 1858, was read a third time. <i>Resolved</i> , That the bill do pass, and that the title be, an act to amend chapter 11 of the acts of 1858.
Bills sent to council	<i>Ordered</i> , That the clerk do carry the bills to the council, and desire their concurrence.
Com. on bills	On motion, the house resolved itself into a committee on bills. Mr. Speaker left the chair. Mr. Ryder took the chair of the committee. Mr. Speaker resumed the chair.
Halifax fire insurance company Commissioners of sewers	The chairman reported from the committee that they had gone through The bill to incorporate the Halifax fire insurance company ; The bill further to amend chapter 73 of the revised statutes, " of commissioners of sewers, and the regulating of dyked and marsh-lands" ;

The bill in addition to chapter 21 of the revised statutes, "of light house duties;"
 The bill to amend the act for the management of the hospital for the insane ;
 and had directed him to report such bills severally to the
 house without any amendments ; and he delivered the bills in at the clerk's table.
Ordered, That the bills be engrossed.

Light duties, Cape
 Race
 Insane hospital

Mr. Brown, pursuant to special leave given, presented to the house,
 A bill to amend chapter 38 of the acts of 1857.
 and the same was read a first, and ordered to be read a second
 time.

Cornwallis bridge
 amendment

Then the house adjourned until to-morrow, at half-past ten of the clock

TUESDAY, 5th APRIL, 1859.

PRAYERS.

The following bills were severally read a second time :

A bill to incorporate Keith lodge of freemasons at Hillsburg. Bills read 2d time
 Hillsburg freemasons

A bill to provide for building a bridge over the Liverpool River, in Queen's county. Liverpool bridge

A bill to authorize an assessment in the county of Victoria. Victoria assessment

The council's engrossed bill to enable Charles Dickson Archibald to obtain letters C. D. Archibald
 patent.

The council's engrossed bill to amend the act to provide for the registry of warrants Warrants to confess
 to confess judgment.

A bill to provide funds for defraying the expense of completing Cornwallis bridge. Cornwallis bridge

The council's engrossed bill to authorize the sale of two Presbyterian meeting houses Barney's River
 at Barney's River. churches

The council's engrossed bill in further amendment of the new practice act. Reviving judgments

A bill to amend chapter 38 of the acts of 1857.

Ordered, That the bills be committed to a committee of the whole house.

On motion, the house resolved itself into a committee of supply. Committee on bills

Mr. Speaker left the chair.

Mr. Chipman took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had made further progress Report 31 resolutions,
 in the consideration of the supply, and had come to thirty-one resolutions, which they viz.
 had directed him to report to the house ; and he delivered the resolutions in at the
 clerk's table.

The chairman also acquainted the house that he was directed by the committee to
 move for leave to sit again, on the consideration of the supply—to which the house
 agreed.

The resolutions reported from the committee were then read, and are as follow :

1^o. *Resolved*, That one thousand pounds be placed at the disposal of the governor, £1000, controllers
 to pay a sum not to exceed twenty pounds each, for their services during the present
 year, to the controllers at the different ports ; and such further sum as shall be required
 to pay at the same rate, such other controllers as may be appointed during the present
 year.

2^o. *Resolved*, That thirty pounds be granted to Edmund Crowell, of Seal Islands, £30. E. Crowell
 in the county of Yarmouth, for keeping the establishments on the Islands, to aid ves-
 sels in distress.

- £20, Goodwin D Smith 3°. *Resolved*, That twenty pounds be granted to William Goodwin and George W. Smith, residents on Mud Islands, county of Yarmouth, to enable them to provide and keep efficient boats, and otherwise render assistance to shipwrecked mariners—to be paid on certificate of the sessions that the boats are provided and kept, and the duty performed.
- £25, Westport packet 4°. *Resolved*, That twenty-five pounds be granted to aid in maintaining a packet between Westport and Montegan, in the county of Digby.
- £20, Weymouth packet 5°. *Resolved*, That twenty pounds be granted in aid of a packet between Weymouth bridge and Sandy Cove, in the county of Digby.
- £15, J. Nelson 6°. *Resolved*, That fifteen pounds be granted to John Nelson, to enable him to maintain a half-way house between Musquodoboit and St. Mary's.
- £15, V. Munro 7°. *Resolved*, That fifteen pounds be granted to Valentine Munro, to enable him to keep a half-way house between Liverpool and Annapolis.
- £15, G. Merry 8°. *Resolved*, That fifteen pounds be granted to George Merry, to enable him to keep a half-way house between Liverpool and Nictaux.
- £75, clerks provincial secretary's office 9°. *Resolved*, That five hundred and seventy-five pounds be granted for the salaries of the clerks in the provincial secretary's office for the present year—the expenditure to be accounted for at the next session of the general assembly.
- £30, Big Harbor ferry 10°. *Resolved*, That fifteen pounds be granted to each of the two ferrymen at Big harbor, Bras d'Or lake, in the county of Victoria—to be paid on the certificate of the sessions that the ferry has been properly kept up for the accommodation of the public.
- £200, Bras d'Or steamer 11°. *Resolved*, That one hundred and seventy-five pounds be placed at the disposal of the governor—to be paid upon sufficient proof that a suitable steamboat has been run from Sydney, through the Bras d'Or, to Baddeck, twice a week—upon condition that the judge on circuit be conveyed in such boat from Sydney to Baddeck, and thence to Whycocomagh, free of expense; and a further sum of twenty-five pounds, upon sufficient proof that the boat has proceeded once a week from Baddeck to Whycocomagh.
- £100, decisions supreme court 12°. *Resolved*, That one hundred pounds be placed at the disposal of the governor, to provide for the reporting and publication of the decisions of the supreme court.
- £200, Charlottetown steamer 13°. *Resolved*, That two hundred pounds be placed at the disposal of the governor, to aid steam communication between Charlottetown and Pictou; the boat to run twice a week.
- £550, reporting debates 14°. *Resolved*, That five hundred and fifty pounds be granted to the reporter of the debates and proceedings of the house of assembly, upon his completing his contract for the present session.
- £4045 1 11, government advances 15°. *Resolved*, That four thousand and forty-five pounds one shilling and eleven pence, be granted and placed at the disposal of the governor, to pay the following advances made from the provincial treasury during the year 1858.
- | | | | |
|--|-----|----|------|
| Francis Carroll, for the relief of destitute Indians in Cumberland, | £10 | 0 | 0 |
| Capt. Brett, for furniture of government house, | 265 | 0 | 0 |
| E. G. Fuller, for live stock imported by him, | 9 | 10 | 0 |
| J. Whitman & Son, freight of public documents per Star of the East, | 3 | 0 | 0 |
| James McLaughlin, for relief of destitute Indians, Cumberland, | 10 | 0 | 0 |
| William McKay, return of amount paid by him in 1855, for loss not delivered, | 50 | 0 | 0 |
| Andrew McKinlay, for stationery in 1854, per bill, | 2 | 15 | 0 |
| | | | John |

John Esson & Co., for relief of distressed persons in county of Guysboro'. £113 14 0	£113	14	0
M. I. Wilkins, on account of commission for revising statutes,	40	0	0
John Holmes, for fixing bounds of general mining association at Pictou, and preparing plans,	15	0	0
H. A. Gladwin, for relief of Indians in Halifax county,	10	0	0
W. T. Townsend, for relief of Indians, Halifax county,	1	10	0
J. W. Johnston, for services of Mr. Pool, in England, to assist the delegates on mines and minerals,	58	18	9
James Bowes & Son, printing for comptroller's office in 1857,	6	17	6
James Laurie, examining provincial railway, and other services from 23d September, 1857, to 5th May, 1858,	939	13	0
Hon. receiver general, to pay James Boggs and others for services, examining provincial railway, from 23d September to 5th May,	216	1	0
Hon. provincial secretary for passage of G. Brown, seaman, to Guadaloupe,	7	10	0
Mrs. G. Spriggs for board of G. Brown, a transient pauper,	3	0	0
W. A. Henry, on account of commission for revising statutes,	50	0	0
J. R. Smith on account of do. do.	50	0	0
G. E. Morton & Co., for navy list and signals imported for public service,	9	3	9
Hon. provincial secretary to pay expenses incurred in examining steamer Emperor at Windsor,	22	1	0
Benjamin Smith, for expenses incurred in surveying at Joggins and Spring hill mines, 9th December, 1857,	30	12	6
Hon. financial secretary, for assistance in his office, in 1857,	25	0	0
Warren Smith, for conveying distressed seamen from St. Thomas and Turks' Island to Halifax, in 1856-7,	6	15	0
Hon. provincial secretary, to pay J. W. Compton & others, for accounts of 1857, unprovided for in 1858,	29	2	2
Walter Shea, for expenses omitted in contingencies, session of 1858,	2	17	6
Corporal Pierce, to defray coach fare and other expenses to St. Peter's on public service,	4	0	0
C. E. Leonard, for relief of distressed families at Gabarus,	6	4	9
Henry G. Hill, for services, examining public works, from 2nd. July, 1857, to March, 1858,	200	0	0
Thomas B. Akins on account of record commission,	120	0	0
Hon. M. I. Wilkins, on account of commission for revising the statutes,	10	0	0
James McKeagney, to provide instruments for inspection of mines,	15	16	4
Hon. provincial secretary, for expenses as delegate to England,	375	0	0
Alpin Grant, on account of public printing,	125	0	0
James Laurie, on account of his services,	339	0	0
Charles Brew, to enable him to proceed on service of imperial government,	125	0	0
W. A. Henry, for expenses as delegate to England,	375	0	0
James Laurie, balance of his account for services to 25th August, 1858,	88	4	8
Thomas B. Akins, on account of record commission,	100	0	0
W. H. Keating, to pay expense of four seamen hence to St. John, N. B.	3	10	0
David McDonnel, for board and lodging of four seamen, late of ship "Peerless,"	2	0	0
S. Cunard & Co., passage of seamen of ship "Peerless," from Sydney, C. B., to Halifax,	16	10	0
J. & W. Compton, on account of contract for printing revised statutes,	100	0	0
H. C. D. Twining, drafting special contract between provincial government and Messrs. Compton, for printing revised statutes,	4	13	4

David Corbet, for clothing furnished to seamen of barque "Peace," in 1857,	£21 14 9
Captain S. Allen, passage of Daniel King, mate of the "Arab," from Wilmington to Halifax,	2 2 6
George L. Vose, making surveys, plans and estimates for bridge across Bear River,	23 4 5

£40, agricultural societies

16°. *Resolved*, That five hundred and forty pounds be placed at the disposal of the governor, to be applied at the rate of thirty pounds for each county in aid of agricultural societies, pursuant to the report of the committee on agriculture.

£1010 1 5, public printing

17°. *Resolved*, That one thousand and ten pounds one shilling and five pence be granted to defray the amount still due for public printing, as follows, pursuant to the report of the committee on that subject :

To the queen's printer for balance due him,	£571 9 0
William A. Penney,	265 16 5
Compton and Bowden,	28 1 4
Ditto for advertising,	5 19 8
A. Grant,	30 12 6
Thomas Annand,	32 3 9
Ritchie and Bulger,	10 0 9
Provincial Wesleyan,	1 8 6
A. Lawson,	1 16 3
E. M. McDonald,	4 13 9
Casket office,	1 0 0
William A. Penney,	1 5 0
James Barnes,	2 5 0
W. H. Blackadar,	25 12 6
Christian Messenger office,	5 18 9
Liverpool Transcript,	2 0 0
Western News,	5 10 9
New York Albion,	3 2 6
G. E. Morton & Co.	11 5 0

£120, militia staff

18°. *Resolved*, That eighty pounds be granted to the adjutant general of militia, and forty pounds to the quarter master general of militia, for their services for the present year.

Militia adjutants

19°. *Resolved*, That the allowances undrawn by the adjutants of militia up to 1st August, 1857, be paid to them upon the usual certificates required by law.

Cleaning militia arms

20°. *Resolved*, That such sum be placed at the disposal of the governor as may be sufficient to defray the expense of keeping and cleaning militia arms and accoutrements, up to the present time, at the rate of six pence per stand per year—to be paid upon the certificate of the commanding officers of militia in the several counties, and of the quarter master general.

£5, Yarmouth ferry

21°. *Resolved*, That five pounds be granted in aid of the ferry from the main land to Pierpont's Island, in the county of Yarmouth.

£10, Little Bras d'Or ferry

22°. *Resolved*, That ten pounds additional be granted to the ferryman at Little Bras d'Or.

£2 10, Little Narrows ferry

23°. *Resolved*, That two pounds ten shillings be granted to A. Ross, ferryman at Little Narrows, between Inverness and Victoria.

£5, Lennox passage ferry

24°. *Resolved*, That five pounds be granted to Peter Fraser, for additional service with the mails at Lennox Passage.

25°.

25 °. *Resolved*, That twelve pounds and ten shillings be granted to J. C. Fox, for his services as keeper of the Fog bell at Yarmouth, during the present year. £12 10, J. C. Fox

26 °. *Resolved*, That fifteen hundred pounds be granted to defray the expenses of the provincial penitentiary, for the present year. £1500, provincial penitentiary

27 °. *Resolved*, That four hundred pounds be granted towards the support of the deaf and dumb institution, in the city of Halifax, pursuant to the report of the committee on humane institutions. £400 deaf and dumb school

28 °. *Resolved*, That seventy-five pounds be granted towards the support of the Halifax visiting dispensary, for the present year, pursuant to the report of the committee on humane institutions. £75, dispensary

29 °. *Resolved*, That fifteen pounds be granted to Donald Ross, of Victoria, to aid in the maintenance of three blind children. £15, Donald Ross

30 °. *Resolved*, That thirty-three pounds two shillings and six pence be granted to Joseph Dickson, for the maintenance of an insane convict, pursuant to the report of the committee on the subject of his petition. £33 2 6, J. Dickson

31 °. *Resolved*, That forty-five pounds be granted to John Gumb, to compensate him for the loss of that amount in provincial notes, by fire. £45, J. Gumb

The several resolutions, excepting the twelfth and fifteenth, being read a second time, were then, upon the question severally put thereon, agreed to by the house. 29 resolutions passed

The twelfth resolution, for granting one hundred pounds to provide for publishing the decisions of the supreme court, being read a second time, and the question put that the same be agreed to by the house, Amendment moved to supreme court decisions resolution

Mr. Morrison moved, by way of amendment, that the resolution be not received :

Which being seconded, and the house dividing thereon, passed in the negative. And lost on division

The question being then put upon the original resolution, the same was agreed to by the house. Resolution

The fifteenth resolution, for granting various sums of money advanced from the treasury, being read a second time, and the question put thereon that the resolution be agreed to by the house, Amendment to government advances

Mr. Wier moved that the resolution be amended by striking out therefrom the sum of two hundred pounds, advanced to Henry G. Hill, for inspecting the public works :

Which amendment being seconded, and the house dividing thereon, there appeared for the amendment, five ; against it, twenty-five. Lost on division

So it passed in the negative.

The question being then put upon the original resolution, the same was agreed to by the house. Resolution passed

Ordered, That the clerk do carry the resolutions to the council, and desire their concurrence. Resolutions sent to council

On motion of the hon. Mr. Howe,

Resolved, That a select committee be appointed to prepare and report to the house a scale of sub-division of the road moneys appropriated for the county of Pictou, for the present year. Committee to prepare Pictou road scale

Ordered, That Mr. McClearn, Mr. Ryder, and Mr. Parker, be a committee for that purpose.

The honorable the provincial secretary, by command of his excellency the governor, presented to the house copies of correspondence relating to the selection and appointment
Correspondence relating to Mr. Laurie

ment of James Laurie, esquire, civil engineer, to the office of principal engineer on the railway.

(See appendix No. 56.)

Ordered, That the papers do lie on the table.

An engrossed bill further to amend chapter 73 of the revised statutes, "of commissioners of sewers, and the regulating of dyked and marsh lands," was read a third time.

Resolved, That the bill do pass, and that the title be, an act further to amend chapter 73 of the revised statutes, "of commissioners of sewers, and the regulating of dyked and marsh lands."

Bills read 3d time
Commissioners of
sewers

Cape Race light house

An engrossed bill in addition to chapter 21 of the revised statutes, "of light house duties," was read a third time.

Resolved, That the bill do pass, and that the title be, an act in addition to chapter 21 of the revised statutes, "of light house duties."

Ordered, That the clerk do carry the bills to the council, and desire their concurrence.

Leave of absence

Ordered, That Mr. Locke have leave of absence after Thursday next, on urgent private business.

Leave of absence

Ordered, That Mr. McDonald have leave of absence after to-morrow, on urgent private business.

Orders of day
postponed

Ordered, That the adjourned debate on the second reading of the bill to establish a decimal currency, be further adjourned until to-morrow.

Ordered, That the road scales be presented to-morrow.

Message

A message from the council, by Mr. Halliburton :

Mr. Speaker,

Yarmouth bank
amended

The council have agreed to the bill, entitled, an act to incorporate the bank of Yarmouth, with amendments—to which amendments they desire the concurrence of this honorable house.

Crown property

The council have agreed to the bill, entitled, an act concerning trespasses to crown property, as amended.

And then the messenger withdrew.

Council's amendments
read

The amendments proposed by the council to the bill, entitled, an act to incorporate the bank of Yarmouth, Nova-Scotia, were read a first, and ordered to be read a second time.

Relief committee
report

Mr. Brown reported from the relief committee; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

(See appendix No. 57.)

Report adopted and
referred

Ordered, That the report be adopted, and referred to the committee of supply.

Report of committee
on agriculture

Mr. McFarlane reported from the committee on agriculture; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

(See appendix No. 58.)

Report referred

Ordered, That the report be received and referred to the committee of supply.

C. B. electoral
districts bill

Mr. McKeagney, pursuant to special leave given, presented to the house a bill to alter certain electoral districts in the county of Cape Breton; and the same was read a first, and ordered to be read a second time.

Then the house adjourned until to-morrow, at three of the clock.

Wednesday,

WEDNESDAY, 6th APRIL, 1859.

PRAYERS.

The bill to alter certain electoral districts in the county of Cape Breton, was read a second time.

Cape Breton polling places bill read 2d time

Ordered, That the bill be committed to a committee of the whole house.

Mr. White, pursuant to special leave given, presented to the house a bill to provide for the construction of a bridge over Jordan River, in the county of Shelburne; and the same was read a first, and ordered to be read a second time.

Shelburne bridge

Mr. McClearn reported from the committee on the road scale for the county of Pictou; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Report on Pictou road scale

(See appendix No. 59.)

Ordered, That the report be received and adopted.

Mr. McClearn also reported from the same committee by bill;

And thereupon, presented to the house a bill to provide for building and improving certain roads and bridges in the county of Pictou; and the same was read a first, and ordered to be read a second time.

Pictou road money bill

An engrossed bill to incorporate the Halifax fire insurance company, was read a third time.

Bills read 3d time

Resolved, That the bill do pass, and that the title be, an act to incorporate the Halifax fire insurance company.

An engrossed bill to amend the act for the management of the hospital for the insane, was read a third time.

Hospital for the insane

Resolved, That the bill do pass, and that the title be, an act for the management of the hospital for the insane.

Ordered, That the clerk do carry the bills to the council, and desire their concurrence.

Bills sent to council

Mr. Fuller reported from the committee to whom were referred the petitions of Simon Lavache and Dominique Gerroir, and the despatch from the colonial secretary relating to the preservation of the shipwrecked crews of the ship Petrel and the schooner Dart, by the master and crew of the barque Major Norton; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Report on petitions relating to barque Major Norton

(See appendix No. 60.)

Ordered, That the report be adopted, and referred to the committee of supply.

Report adopted and referred

The hon. the attorney general reported from the committee on education; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Report of education committee

(See appendix No. 35—part 2.)

Ordered, That the report be received, and referred to the committee of supply.

Report adopted and supply

The hon. the attorney general also reported from the same committee by bill;

And thereupon, presented to the house a bill to continue and amend the laws relating to education; and the same was read a first, and ordered to be read a second time.

Education bill

A message from the council, by Mr. Halliburton:

Message

Mr. Speaker,

The council have agreed to the bill, entitled, an act to facilitate the perfecting of titles

C. B. titles bill.

in the Island of Cape Breton, with an amendment—to which they desire the concurrence of this honorable house.

And then the messenger withdrew.

Council's amendment
read 1st time

The amendments proposed by the council to the bill, entitled, an act to facilitate the perfecting of titles in the Island of Cape Breton, were read a first, and ordered to be read a second time.

Resolutions respecting
decimal currency

The hon. Mr. Young moved, by way of amendment, the following resolutions :

Resolved, As the opinion of this House, that the several coins mentioned in chapter 85 of the revised statutes, shall constitute legal tenders as heretofore, at the several rates therein declared.

And whereas, it will greatly facilitate the keeping and audit of the public accounts of this province, that the same be kept in dollars and cents :

Resolved, As the opinion of this house, that all accounts to be rendered to the provincial government, or to any public officer or department in this province, by any officer or functionary, or by any party receiving aid from the province, or otherwise, accountable to the government or legislature thereof, shall be so rendered in dollars and cents ; but any such accounts may have a second column containing sums in pounds, shillings and pence, equivalent to the sums so stated in dollars and cents, if the accountant shall prefer to render his account in that form.

That the several coins hereafter mentioned shall be received and paid at the provincial treasury and other departments as equivalent for the following sums in money of account :

	Dollars	Cents
The gold sovereign of the United Kingdom, at	5	0
Silver crown	1	25
“ Half	0	52½
“ Florin	0	50
“ Shilling	0	25
“ Six pence	0	12½
Copper penny of the United Kingdom, and that issued from the treasury of the province,		2
Half-penny		1

4^o. *Resolved*, That the foregoing resolutions shall take effect from and after the 31st day of December, A. D., 1859 :

1st resolution carried
on division

Which being seconded, and the question put on the first of such resolutions, and the house dividing thereon, there appeared for the resolution, thirty ; against it, ten.

For the resolution,

Against the resolution,

Mr. Locke,	Mr. B. Smith,	Mr. Brown,	Mr. Churchill,
Gilderd,	McKenzie,	Hon. Prov. Secretary,	Marshall,
McClearn,	McLelan,	Hon. Atty. General,	Hon. J. Campbell,
Archibald,	McFarlane,	Mr. Tobin,	Mr. Caldwell,
Parker,	Morrison,	Shaw,	McKeagney,
Bailey,	Hon. Mr. Young,	Robecheau,	Bill,
Moses,	Mr. Wier,	Robertson,	Hon. Mr. Henry,
Chipman,	Hon. Mr. Howe,	Webster,	Hon. C. J. Campbell,
Fuller,	Mr. Esson,	Chambers,	Hon. Fin. Secretary,
White,	Killam,	Ryder.	Hon. Mr. McKinnon.

So it passed in the affirmative.

2d resolution carried
on division

The question being then taken upon the second of such resolutions, and the house dividing thereon, there appeared for the resolution, twenty-seven ; against it, eight.

So it passed in the affirmative.

The question being then taken upon the third of such resolutions, and the house dividing thereon, there appeared for the resolution, twenty-seven ; against it, eight.
So it passed in the affirmative.

3d resolution carried on division

Mr. Shaw then moved, by way of amendment to the fourth of such resolutions, the following resolution :

Two amendments moved to 4th resolution, and negatived on division

Resolved, That the foregoing resolution shall not take effect until the 31st day of December, A. D. 1860 :

Which amendment being seconded, and the house dividing thereon, it passed in the negative.

The hon. Mr Henry then moved, by way of amendment to such fourth resolution, the following resolution :

Resolved, That the foregoing resolution shall not take effect until the 1st April, A. D. 1860 :

Which amendment being seconded, and the house dividing thereon, passed in the negative.

The question being then taken upon the original resolution, the same was agreed to by the house ;

4th resolution agreed to

And thereupon,

The hon. Mr. Young, pursuant to leave given, presented to the house,

The bill to establish a decimal system of accounting ;

Decimal accounting bill

and the same was read a first, and *nem. con.*, a second time.

Ordered, That the bill be committed to a committee of the whole house.

The honorable the provincial secretary, by command of his excellency the governor, presented to the house a report of James Laurie, esquire, civil engineer, upon the claims of Jonnston & Blackie, and of Duncan McDonald, railway contractors, for extra services in constructing the railway, prepared in accordance with the report of the committee on railways, presented to the house during the last session ; and the same was read by the clerk.

Report on contractors claims

(See appendix No. 61.)

Ordered, That the report be received, and do lie on the table.

Then the house adjourned until to-morrow, at three of the clock.

THURSDAY, 7th APRIL, 1859.

PRAYERS.

The following bills were severally read a second time :

A bill to provide for the construction of a bridge over Jordan River, in the county of Shelburne.

Bills read 2d time
Jordan River bridge

A bill to provide for building and improving certain roads and bridges in the county of Pictou ; and

Pictou roads

A bill to continue and amend the laws relating to education.

Education

Ordered, That the bills be committed to a committee of the whole house.

Bills committed

The amendment proposed by the council to the bill, entitled, an act to facilitate the perfecting of titles in the Island of Cape Breton, was read a second time, and considered by the house.

Amendments to Cape Breton titles bill agreed to

And thereupon,

On motion, *resolved*, that such amendments be agreed to.

Amendment to Yarmouth bank bill agreed to

The amendments proposed by the council to the the bill, entitled, an act to incorporate the bank of Yarmouth, Nova Scotia, were read a second time and considered by the house ;

And thereupon,

On motion, *resolved*, that such amendments be agreed to.

Ordered, That the clerk do carry the two last mentioned bills with the amendments thereto, back to the council, and acquaint them that this house have agreed to such amendments.

Amendments to assessment bill agreed to

The amendments proposed by the council to the bill, entitled, an act further to enforce the making of assessments, were read a second time, and considered by the house ;

And thereupon, on motion,

Resolved, That the amendments proposed by the council, except the last of such amendments, be agreed to by the house.

The last amendment to the third clause of the bill being read is as follows :

Third clause, 8th line—instead of the word “ five ” insert the words “ one and a half ; ”

And thereupon,

Last amendment amended

The honorable Mr. Howe moved that such amendment be amended, by adding at the end thereof, the following words : “ for railway damages and five per cent. on other moneys as now by law established ” :

Which amendment being seconded and put, was agreed to by the house.

And accordingly,

Resolved. That such last amendment be amended as above mentioned.

Ordered, That the clerk do carry the bill and amendments back to the council, and acquaint them with the foregoing resolutions.

Jury lists bill presented and

The hon. the attorney general, pursuant to special leave given, presented to the house, A bill to amend the jury law ;

and such bill was read a first, and *nem. con.*, a second time.

Bill committed

Ordered, That the bill be committed to a committee of the whole house.

Committee on bills

On motion, the house resolved itself into a committee on bills.

Mr. Speaker left the chair.

Mr. Ryder took the chair of the committee.

Mr. Speaker resumed the chair.

Bills reported without amendment

The chairman reported from the committee that they had gone through

Little River wharf

The bill to incorporate the Little River wharf company ;

Digby wharf

The bill to incorporate the Digby upper wharf company ;

Sheriffs

The bill to amend chapter 40 of the revised statutes “ of sheriffs ” ;

Canal company

The bill for the relief of and in futher amendment of the act to incorporate the inland navigation company ;

Cape Race lighthouse

The bill in addition to chapter 21 of the revised statutes, “ of light house duties ; ”

Petty trespasses

The council's engrossed bill further to amend chapter 147 of the revised statutes, “ of petty trespasses and assaults ” ;

Criminal justice

The council's engrossed bill, in addition to an act to amend chapter 168 of the revised statutes, “ of the administration of criminal justice ” ;

Road damages

The bill to amend the laws relating to road damages ;

Liverpool bridge

The bill to provide for building a bridge over Liverpool River, in Queen's county ;

C. D. Archibald

The council's engrossed bill to enable Charles Dickson Archibald, to obtain letters patent ;

Cornwallis bridge

The bill to provide funds for defraying the expenses of completing Cornwallis bridge ;

Barney's River churches

The council's engrossed bill to authorize the sale of two Presbyterian meeting houses at Barney's River ;

Cornwallis bridge amendment

The bill to amend chapter 38 of the acts of 1857 ;

C. B. polling districts

The bill to alter certain electoral districts in the county of Cape Breton ;

The bill to provide for the construction of a bridge over Jordan River, in the county of Shelburne ;	Jordan bridge
The bill to continue and amend the laws relating to education ;	Education
The bill to establish the decimal system of accounting ; and	Decimal accounts
The bill to amend the jury law ;	Jury lists
and had directed him to report such bills to the house severally without amendment ; and that they had also gone through	Bills amended
The bill to amend chapter 48 of the revised statutes, " of townships and township officers" ;	Township officers
The bill to amend the act to regulate licenses for the sale of intoxicating liquors ;	License law
The council's engrossed bill in further amendment of the new practice act, and	Reviving judgments
The bill to provide for building and improving certain roads in the county of Pictou, and had made amendments to such bills respectively, which they had directed him to report to the house with the bills ; and he delivered the bills, together with the amendments to the four last mentioned bills, in at the clerk's table, where such amendments were read.	Pictou roads
<i>Ordered</i> , That the bills, except the council's bills, reported without amendments, be engrossed.	Orders to engross
<i>Ordered</i> , That the bills, except the council's bill, reported with amendments, be engrossed with the amendments.	
<i>Resolved</i> , That the council's engrossed bills, entitled, respectively, an act further to amend chapter 147 of the revised statutes, " of petty trespasses and assaults."	Council's bills passed City trespasses
An act in addition to an act to amend chapter 168 of the revised statutes, " of the administration of criminal justice."	Criminal justice
An act to enable Charles Dickson Archibald to obtain letters patent.	C. D. Archibald
An act to authorize the sale of two Presbyterian meeting houses at Barney's River, and	Barney's River churches
An act in further amendment of the new practice act,	Reviving judgments
With the amendments to such last mentioned bill, reported by the committee on bills, do pass.	
<i>Ordered</i> , That the clerk do carry the bills, together with such amendments, back to the council, and acquaint them that this house have agreed thereto, with such amendment to the last mentioned bill.	
<i>Ordered</i> , That the road scales be presented to-morrow.	
Then the house adjourned until to-morrow, at three of the clock.	

FRIDAY, 8th APRIL, 1859.

PRAYERS.

Mr. Webster reported from the committee on Indian affairs ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read. Report of Indian com.

(See appendix No. 27—part 2.)

Ordered, That the report be received, and referred to the committee of supply. Received and supply

An engrossed bill to amend chapter 40 of the revised statutes, " of sheriffs," was read a third time. Bills read 2d time
Sheriffs

Resolved, That the bill do pass, and that the title be, an act concerning sheriffs. Title altered

An engrossed bill to amend chapter 89 of the revised statutes, " of the settlement and support of the poor," was read a third time. Settlement of poor

Resolved, That the bill do pass, and that the title be, an act to amend chapter 89 of the revised statutes, " of the settlement and support of the poor."

An

Liverpool bridge

An engrossed bill to provide for building a bridge over the Liverpool River, in Queen's county, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to provide for building a bridge over the Liverpool River, in Queen's county.

Cornwallis bridge

An engrossed bill to provide funds for defraying the expense of completing the Cornwallis bridge, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to provide funds for defraying the expense of completing the Cornwallis bridge.

Cornwallis bridge amendment

An engrossed bill to amend chapter 38 of the acts of 1857, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to amend chapter 38 of the acts of 1857.

Cape Breton polling districts

An engrossed bill to alter certain electoral districts in the county of Cape Breton, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to alter certain electoral districts in the county of Cape Breton.

Education

An engrossed bill to continue and amend the laws relating to education, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to continue and amend the laws relating to education.

Decimal accounts

An engrossed bill to establish a decimal system of accounting, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to establish the decimal system of accounting.

Licenses

An engrossed bill to amend the act to regulate licenses for the sale of intoxicating liquors, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to amend the act to regulate licenses for the sale of intoxicating liquors.

Jury lists

An engrossed bill to amend the jury law, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to amend the jury law.

Bills sent to council

Ordered, That the clerk do carry the bills to the council, and desire their concurrence.

Motion to adopt fishery report

Mr. Ryder moved that the report of the committee on the fisheries, presented on the fifteenth day of March last, be adopted by the house :

1st and 2d clauses adopted

Which being seconded, and the question put, that the first and second clause of such report be adopted, the same was agreed to by the house.

Resolution as to 3d clause

Mr. Ryder then moved the following resolution in reference to the third clause of such report :

Resolved, That the provincial government be requested to bring to the notice of her majesty's government the system of set line or trawe fishing now adopted by American fishermen, so that this practice, so disastrous to the interests of our fisheries, may be discontinued :

Which being seconded, and a debate arising thereon, after some time spent in such debate,

Debate adjourned

Ordered, That the debate be adjourned until Monday next.

Message

A message from the council, by Mr. Halliburton :

Mr. Speaker,

Bill agreed to as amended Cape Breton titles Yarmouth bank

The council have agreed to the bills, entitled, respectively,

An act to facilitate the perfecting of titles in the Island of Cape Breton, and

An act to incorporate the bank of Yarmouth, Nova Scotia,

as severally amended.

The council have agreed to the bills, entitled, respectively,
 An act further to amend chapter 73 of the revised statutes, "of commissioners of sewers, and the regulating of dyked and marshed lands."

Bills agreed to
 Commissioners of
 sewers

An act to regulate the manner of conducting elections in electoral divisions.

Electoral divisions

An act in addition to chapter 21 of the revised statutes "of light house duties," and

Cape Race light house

An act to amend the laws relative to the militia,

Militia

without any amendments.

The council have agreed to the bill to alter and establish the bounds of electoral districts in certain counties of this province, with an amendment—to which they desire the concurrence of this honorable house.

Electoral districts

And then the messenger withdrew.

The amendments proposed by the council to the bill, entitled, an act to alter and establish the bounds of electoral districts in certain counties of this province, were read a first, and ordered to be read a second time.

On motion of Mr. Archibald,

Resolved, That the following sums from the road scale of the county of Colchester for 1857 and 1858, remaining undrawn, be added to, and appropriated in the road sale of that county for the present year.

1857	No. 83		£3 0 0
	16	W. McLeod,	2 8 0
1858	22	John Archibald,	0 1 9
"	25	James McCall,	12 10 0
"	58	Donald Green,	0 1 2
"	62	Adam McNutt,	7 6 11
"	80	W. Dunlap,	0 1 9
"	91	John Archibald,	0 1 0
"	116	Simon Matatall,	2 0 0
"	128	John Langille,	3 0 0
"	133	Thomas McKay,	0 0 3
"	153	Robert C. Fulman,	0 2 6
"	157	Jacob Donney,	0 6 3
"	158	George Hill,	2 0 0
"	173	Edward Jones,	12 0 0
"	189	Robert McLean,	1 17 5
"	190	John Morrison,	10 0 0
"	197	John McDormand,	0 1 9
"	209	Alexander Langille,	4 0 0

Ordered, That the clerk do carry the resolution to the council, and desire their concurrence. Sent to council

The hon. Mr. Henry reported from the committee on the post office ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read. Post office committee report

(See appendix No. 9—part 2.)

And thereupon, the hon. Mr. Henry moved that such report be received and adopted, and referred to the committee of supply : Motion to adopt

Which being seconded,

The hon. the attorney general moved, by way of amendment, that so much of the report as recommends a contract to be entered into with Messrs. King for the conveyance of the mails between Windsor, Kentville and Annapolis, without subjecting the route to competition, be not adopted : Amendment moved

Which

And lost on division

Which being seconded, and the house dividing thereon, there appeared for the amendment, thirteen ; against it, twenty two.

For the amendment,

Mr. Killam,
Brown,
Churchill,
McKeagney,
Moses,
Bill,
McClern,
Gilderd,
Hon. Fin. Secretary,
Atty. General,
Mr. Ryder,

Hon. J. Campbell,
Mr. Shaw.

Against the amendment,

Mr. Robecbeau,
McDonald,
Wade,
Hon. Mr. Henry,
Mr. Webster,
Parker,
Bailey,
Rinhard,
Archibald,
Hon. Mr. Howe,
Mr. McKenzie,

Mr. Chambers,
McLelan,
Chipman,
McFarlane.
Hon. Mr. Young,
Mr. Munro,
Morrison,
Esson,
B. Smith,
Robertson,

Se it passed in the negative.

The original motion being then put, was agreed to by the house.

And accordingly,

Ordered, That the report be received and adopted, and referred to the committee of supply.

Road damage com.
report

Mr. Shaw reported from the committee on road damages ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

(See appendix No. 62.)

And thereupon,

On motion of Mr. Shaw,

Resolved, That such report be adopted by the house.

Report adopted
And referred

Resolved, That such parts of the report as require to be passed upon in committee of supply, be referred to such committee for that purpose.

Agreements, &c.
confirmed

Resolved, That such agreements and appraisements, or portions thereof as may be recommended for adoption in such report, as have been made agreeably to law, be confirmed.

Leave of absence

Ordered, That Mr. Killam have leave of absence after to-day, on urgent private business.

Committee of supply

On motion the house resolved itself into the committee of supply.

Mr. Speaker left the chair.

Mr. Chipman took the chair of the committee.

Mr. Speaker resumed the chair.

Report progress

The chairman reported from the committee that they had made further progress in the consideration of the supply,

The chairman also acquainted the house that he was directed by the committee to move for leave to sit again on consideration of the supply—to which the house agreed.

Road scales

Ordered, That the road scales be presented to-morrow.

Then the house adjourned until to-morrow, at twelve of the clock.

Saturday,

SATURDAY, 9th APRIL, 1859.

PRAYERS.

An engrossed bill to incorporate the Little River wharf company, was read a third time. Bills read 3d time
Little River wharf

Resolved, That the bill do pass, and that the title be, an act to incorporate the Little River wharf company.

An engrossed bill to incorporate the Digby upper wharf company, was read a third time. Digby wharf

Resolved, That the bill do pass, and that the title be, an act to incorporate the Digby upper wharf company.

An engrossed bill to amend chapter 48 of the revised statutes, "of townships and township officers," was read a third time. Township officers

Resolved, That the bill do pass, and that the title be, an act to amend chapter 48 of the revised statutes, "of townships and township officers."

An engrossed bill to provide for the construction of a bridge over Jordan River, in the county of Shelburne, was read a third time. Jordan bridge

Resolved, That the bill do pass, and that the title be, an act to provide for the construction of a bridge over Jordan River, in the county of Shelburne.

An engrossed bill to provide for building and improving certain roads and bridges in the county of Pictou, was read a third time. Pictou roads

Resolved, That the bill do pass, and that the title be, an act to provide for building and improving certain roads and bridges in the county of Pictou.

Ordered, That the clerk do carry the bills to the council, and desire their concurrence.

On motion of Mr. Chipman,

Resolved, That the sum of forty pounds granted in 1853 in aid of a breakwater at Ira Woodworth's inlet, on the Bay of Fundy shore, in Cornwallis, be appropriated in aid of repairing and securing the Chipman brook pier in Cornwallis, upon the same terms and conditions as contained in the original grant. Change of appropriation
Cornwallis breakwater

Ordered, That the clerk do carry the resolution to the council, and desire their concurrence.

The amendments proposed by the council to the bill, entitled, an act to alter and establish the bounds of electoral districts in certain counties of this province, were read a second time, and considered by the house. Amendments to
electoral districts
bill agreed to

And thereupon, on motion,

Resolved, That such amendments be agreed to.

Ordered, That the clerk do carry the bill and amendments back to the council, and acquaint them that this house have agreed to such amendments.

The honorable the attorney general, by command of his excellency the governor, presented to the house the calendar of King's college, for the year 1858; and Educational returns
presented

The honorable the provincial secretary, by command of his excellency the governor, presented to the house returns from the following educational institutions, viz :

The Wesleyan academy at Sackville.

St. Mary's college, Halifax.

The Free church academy at Halifax, and

The Pictou academy,

for the year 1858.

Ordered, That the returns do lie on the table.

- Private bills reported Mr. Wade from the committee on private bills, reported that the committee had considered,
- Stewiacke hall The bill relating to the town hall at Upper Stewiacke, and
- Sons of temperance The bill to incorporate the trustees of Wolfville division of the order of the sons of temperance,
- and had directed him to report such bills to the house, severally, without amendment; and that they had also considered
- Cricket club The bill to incorporate the Halifax cricket club, and
- Acadian iron company The bill to alter and amend the act to incorporate the Acadian iron and steel company, and the act in amendment thereof, and had made amendments thereto respectively, which they had directed him to report to the house with the bill,
- and that they had considered
- City of Halifax The bill to amend the act concerning the city of Halifax, and
- Halifax common The bill concerning the common of Halifax;
- and had directed him to report such bills to the house, with a recommendation that the further consideration thereof be deferred until this day three months; and he delivered the bills, together with the amendments to the bills amended by the committee, in at the clerk's table, where such amendments were read.
- Four bills committed *Ordered*, That the bills, except the bills recommended to be deferred, be committed to a committee of the whole house.
- Leave of absence *Ordered*, That Mr. Ryder, Mr. McFarlane and Mr. Churchill, have leave of absence, after Tuesday next; and that Mr. Moses, Mr. B. Smith, and Mr. Rinhard, have leave of absence after Monday next, on urgent private business.
- Committee on bills On motion, the house resolved itself into a committee on bills.
- Mr. Speaker left the chair.
Mr. Ryder took the chair of the committee.
Mr. Speaker resumed the chair.
- City of Halifax The chairman reported from the committee that they had gone through
- Digby fishing company The bill concerning the city of Halifax.
- Lunenburg freemasons The bill to incorporate the Digby fishing company.
- Telegraph company The bill to incorporate the Unity lodge of freemasons at Lunenburg.
- Acadian iron company The bill further to amend the act to incorporate the Nova Scotia electric telegraph company.
- Pictou cemetery company The bill to alter and amend the act to incorporate the Acadian iron and steel company, and the act in amendment thereof.
- Hillsburgh freemasons The bill to revive the act to incorporate the Pictou cemetery company.
- Guysborough church The bill to incorporate Keith lodge of freemasons at Hillsburgh.
- Supervisors of public grounds The bill to authorize the sale of the Presbyterian church at Guysborough, and
- The bill to amend chapter 68 of the revised statutes, "of supervisors of public grounds";
- and had directed him to report such bills to the house severally, without any amendments; and he delivered the bills in at the clerk's table.
- Ordered*, That the bills be engrossed.
- Message A message from the council, by Mr. Halliburton:
- Mr. Speaker,
- The council have agreed to the bills, entitled, respectively,
- Halifax fire insurance company An act to incorporate the Halifax fire insurance company.
- Wooden buildings An act to prohibit the erection of wooden buildings within a certain portion of the city of Halifax, and
- Insane hospital An act to amend the act for the management of the hospital for the insane,
- Assessments without any amendments; they have agreed to the amendments proposed by this honorable house to the third amendment proposed by the council to the bill, entitled,

An act further to enforce the making of assessments ;
 they have agreed to the amendments proposed by this honorable house to the bill, entitled,

An act in further amendment of the new practice act.

Revising judgments

The council have agreed to twenty-three resolutions of this honorable house, granting various sums of money for the public service, viz :

23 money votes

£15	0	0	J. Nelson.
15	0	0	G. Merry.
15	0	0	V. Munro.
575	0	0	Clerk's provincial secretary's office.
200	0	0	Bras d'Or steamer.
100	0	0	Reporting decisions.
200	0	0	Charlotte town steamer.
550	0	0	Reporting debates.
4045	1	11	Government advances.
540	0	0	Agricultural societies.
1015	1	5	Public printing.
80	0	0	Adjutant general.
40	0	0	Quarter master general.
			Militia adjutants.
			Cleaning of militia arms.
5	0	0	Yarmouth ferry.
12	10	0	J. C. Fox.
1500	0	0	Penitentiary.
400	0	0	Deaf and dumb school.
75	0	0	Visiting dispensary.
15	0	0	Donald Ross.
33	2	6	J. Dickson.
45	0	0	J. Gumb.

The council desire a conference by committee, with a committee of this honorable house, on the general state of the province.

Council desire conference

And then the messenger withdrew.

On motion, *resolved*, that the conference desired by the council be agreed to, and that the clerk do acquaint the council therewith.

Which is agreed to

Ordered, That the hon. the provincial secretary, Mr. Esson and Mr. McFarlane, be a committee to manage such conference.

So they went to the conference.

And being returned,

The hon. the provincial secretary reported that the managers had been at the conference, and that the committee of conference, on the part of the council, had handed to them a paper suggesting a money grant, which they do not feel at liberty to report to the house, as being inconsistent with its privileges.

Managers report Council's contingencies

On motion, the house resolved itself into the committee of supply.

Committee of supply

Mr. Speaker left the chair.

Mr. Chipman took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had made further progress in the consideration of the supply, and had come to forty-one resolutions, which they had directed him to report to the house.

Report progress

The chairman also acquainted the house that he was directed by the committee to move for leave to sit again, on the consideration of the supply—to which the house agreed.

To ask leave to sit again

Ordered,

Ordered, That the resolutions be reported on Monday next.

Ordered, That the road scales be presented on Monday next.

Then the house adjourned until Monday next, at three of the clock.

MONDAY, 11th APRIL, 1859.

PRAYERS.

Bills read 3rd time
City of Halifax

An engrossed bill concerning the city of Halifax, was read a third time.

Resolved, That the bill do pass, and that the title be, an act concerning the city of Halifax.

Digby fishing company

An engrossed bill to incorporate the Digby fishing company, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to incorporate the Digby fishing company.

Lunenburg freemasons

An engrossed bill to incorporate Unity lodge of freemasons at Lunenburg, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to incorporate Unity lodge of freemasons at Lunenburg.

Telegraph company

An engrossed bill, further to amend the act, to incorporate the Nova Scotia electric telegraph company, was read a third time.

Resolved, That the bill do pass, and that the title be, an act further to amend the act to incorporate the Nova Scotia electric telegraph company.

Acadian iron company

An engrossed bill to alter and amend the act, to incorporate the Acadian iron and steel company, and the act in amendment thereof, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to alter and amend the act, to incorporate the Acadian iron and steel company, and the act in amendment thereof.

Pictou cemetery

An engrossed bill to revive the act to incorporate the Pictou cemetery company, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to revive the act to incorporate the Pictou cemetery company.

Hillsburg freemasons

An engrossed bill to incorporate Keith lodge of freemasons at Hillsburg, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to incorporate Keith lodge of freemasons at Hillsburg.

Guysborough church

An engrossed bill to authorize the sale of the Presbyterian church at Guysborough, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to authorize the sale of the Presbyterian church at Guysborough.

Supervisors of public grounds

An engrossed bill to amend chapter 68 of the revised statutes, "of supervisors of public grounds, was read a third time.

Resolved, That the bill do pass, and that the title be, an act to amend chapter 68 of the revised statutes, "of supervisors of public grounds."

Canal company

An engrossed bill for the relief of, and in further amendment of, the act to incorporate the Inland navigation company, was read a third time.

And

And the question being put thereon, that the same do pass,
 The hon. Mr. Howe moved that the further consideration of such bill be deferred until this day three months : Motion to defer
 Which being seconded, and the house dividing thereon, there appeared for the amendment, twelve ; against it, twenty. Lost on division

For the amendment,

Against the amendment,

Mr. Robertson,
 Bailey,
 Morrison,
 McLelan,
 Moses,
 Hon. Mr. Howe,
 Ryder,
 Chambers,
 Gilderd,
 B. Smith,
 Robecheau,
 Chipman.

Mr. Bill,
 McClearn,
 Martell,
 Fuller,
 Esson,
 McKeagney,
 Hon. C. J. Campbell,
 Bourneuf,
 Caldwell,
 Brown,
 Tobin,
 Hon. Mr. Henry,

Mr. Shaw,
 Wilkins,
 Hon. Atty. General,
 Hon. Fin. Secretary,
 Hon. Mr. Young,
 Mr. Annand,
 Munro,
 White.

So it passed in the negative.

The original question being then propounded from the chair, was agreed to by the house.

And accordingly,

Resolved, That the bill do pass, and that the title be, an act for the relief of, and in further amendment of, the act to incorporate the Inland navigation company. Bill passed

An engrossed bill to amend the law relating to road damages, was read a third time ; and the question being put thereon that the same do pass, Road damages

The hon. Mr. Henry moved, by way of amendment thereto, that the further consideration of the bill be deferred until this day three months : Motion to defer

Which being seconded, and the house dividing thereon, there appeared for the amendment, nine ; against it, twenty-one. Lost on division

So it passed in the negative.

The original question being then propounded from the chair, was agreed to by the house.

And accordingly,

Resolved, That the bill do pass, and that the title be, an act to amend the law relating to road damages. Bill passed

On motion of the hon. Mr. Young,

Ordered, That the further consideration of the bill concerning the common of Halifax, be deferred until this day three months, pursuant to the report of the committee on private and local bills presented to the house on Saturday last. Halifax common bill deferred

The hon. Mr. Young then moved that the report of the committee on private and local bills presented on Saturday last, recommending the further consideration of the bill to amend the act concerning the city of Halifax to be deferred for three months, be not received : which being seconded and put, was agreed to by the house. City of Halifax amendment bill committed

Ordered, That the bill be committed to a committee of the whole house.

On motion, the house resolved itself into a committee on bills. Committee on bills

Mr. Speaker left the chair.

Mr. Ryder took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through the bill relating to the Town hall, at Upper Stewiacke; Stewiacke town hall
Cricket club

- The bill to incorporate the Halifax cricket club;
 Sons of temperance The bill to incorporate the trustees of Wolfville division of the order of the Sons of temperance, and
- St Peter's canal The bill to amend the act to provide for the construction of Saint Peter's canal ;
 and had directed him to report such bills severally to the house without any amendment ; and that they had also gone through
- Halifax city assessments The bill respecting assessments in the city of Halifax ;
 and had made amendments to such last mentioned bill, which they had directed him to report to the house with the bill ; and he delivered the bill, together with the amendments to the last mentioned bill, in at the clerk's table, where such amendments were read.
- Orders to engross *Ordered*, That the bills reported without amendments be engrossed.
Ordered, That the bills reported with amendments be engrossed with the amendments.
- Message A message from the council, by Mr. Halliburton :
 Mr. Speaker,
- Assessments as amended The council have agreed to the bill, entitled, an act further to enforce the making of assessments, as now amended.
- Bills without amendment The council have agreed to the bills, entitled, respectively,
 Little river wharf An act to incorporate the Little River wharf company.
 Digby wharf company An act to incorporate the Digby upper wharf company :
 Sheriffs An act concerning sheriffs ;
 Township officers An act to amend chapter 48 of the revised statutes, "of townships and township officers" ;
- Settlement of poor An act further to amend chapter 89 of the revised statutes, "of the settlement and support of the poor" ;
- Liverpool bridge An act to provide for building a bridge over the Liverpool River, in Queen's county ;
 C B. polling districts An act to alter certain electoral districts in the county of Cape Breton ;
 Jordan bridge An act to provide for the construction of a bridge over Jordan River, in the county of Shelburne ;
- Pictou roads An act to provide for the building and improving certain roads and bridges in the county of Pictou ;
- Education An act to amend the laws relating to education ;
 Decimal accounts An act to establish the decimal system of accounting, and
 Jury law An act to amend the jury law ;
 severally without any amendments.
 And then the messenger withdrew.
- Contingencies committee report The hon. the financial secretary reported from the committee on the contingent expenses of the house ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.
- Referred *Ordered*, That the report be received and adopted, and referred to the committee of supply.
- Leave of absence *Ordered*, That Mr. McKeagney have leave of absence after to-morrow, on urgent private business.
- Road scales *Ordered*, That the road scales be presented to-morrow.
- Change of appropriation, Shelburne schools On motion of Mr. White,
Resolved, That the sum of ten pounds granted in 1858, for the relief of the colored population in the county of Shelburne, and undrawn, be appropriated in aid of the schools at Port La Tour and Birch Hill, in that county.
- Resolution as to undrawn votes The honorable the financial secretary moved, that the house do come to the following resolution :

Whereas

Whereas, the recommendation of the committee on public accounts in their report of last session, as to the sum of 4932l. 3s. undrawn moneys for breakwaters and other services was approved of by this house, and the recommendation of the committee on navigation securities of the present session is at variance therewith, therefore,

Resolved, That the right to apply for any such undrawn moneys, under the several grants therefor, shall be limited to a period of two years from the passing of the appropriation acts, in which such grants were respectively contained; and that where such period has already expired, or shall hereafter expire, without such moneys having been drawn, the same shall revert to the treasury:

Which being seconded and put, was agreed to by the house.

Ordered, That the clerk do carry the two foregoing resolutions to the council, and desire their concurrence.

Pursuant to order, the resolutions reported from the committee of supply on Saturday last, were then read, and are as follow: 41 supply resolutions brought up

1^o. *Resolved*, That twelve pounds and ten shillings be granted to Mrs. Constantia Annand, widow of James Annand, being one quarters salary to 31st December last, agreeably to the prayer of her petition. £12 10 Mrs. Annand

2^o. *Resolved*, That one thousand pounds be granted and placed at the disposal of the governor, to aid in rebuilding the bridge over the East River at New Glasgow, in the county of Pictou, being on the great mail route from West River towards the Strait of Canso. £1000, New Glasgow River bridge

3^o. *Resolved*, That two hundred and fifty pounds be granted to aid in building a bridge over Jordan river, in the county of Shelburne. £250, Jordan River bridge, Shelburne

4^o. *Resolved*, That eighty-six pounds sixteen shillings and six pence be granted and placed at the disposal of the governor, to defray the expense incurred in laying out and exploring new eastern road between Manchester and the Strait of Canso, in the County of Guysborough. £86 16 6, New Eastern road, Guysborough

5^o. *Resolved*, That fifty pounds be granted to Dr. Forrester, for services to be performed by him, pursuant to the report of the committee on agriculture. £50, Dr. Forrester

6^o. *Resolved*, That fifty-nine pounds eight shillings and two pence be granted and placed at the disposal of the governor, to defray the balance due T. B. Akins, esquire, commissioner of public records, pursuant to the report of the committee on the record commission. £59 8 2, T. B. Akins, esq.

7^o *Resolved*, That twelve pounds and ten shillings be granted to George O'Brien, and seven pounds and ten shillings each to William Boudrot, William Grant, Peter Marchand, and Charles LeLacheur, to mark the approval of this legislature for their praiseworthy and humane conduct in rescuing the crews of the ship "Petrel" of Quebec, and the schooner "Dart" of Halifax, under circumstances of great peril and danger to themselves. £12 10, Geo. O'Brien, and £7 10 each William Boudrot and others

8^o. *Resolved*, That fifty one pounds and one shilling be granted and placed at the disposal of the governor, to defray over expenditures during the year 1858—recommended by the report of the committee on Indian affairs. £51 1, to defray over expenditures

9^o. *Resolved*, That ten pounds be granted to aid the colored population of Bridgetown in completing their school house, in lieu of the ordinary grant to them for the purchase of seed potatoes, pursuant to the report of the committee on education. £10, colored population, Bridgetown

10^o. *Resolved*, That fifty pounds be granted to the Ladies' managers of the infant school at Halifax, for assisting that benevolent and useful undertaking, pursuant to the report of the committee on education. £50, managers of the infant school, Halifax

£15, premium of
Insurance Normal
school

11°. *Resolved*, That fifteen pounds be granted and placed at the disposal of the governor, to pay the premium of insurance on buildings of the normal and model schools, pursuant to the report of the committee on education.

£16, postages, &c. of
Normal school, 1858

12°. *Resolved*, That sixteen pounds be granted and placed at the disposal of the governor, to defray the expense of postages and packages for the year 1858, for normal and model schools.

£19 10 postages, &c.
Normal school, 1859

13°. *Resolved*, That the sum of nineteen pounds and ten shillings be granted and placed at the disposal of the governor, to defray the expense of postages and packages for the present year, for normal and model schools.

£202 2 4, transient
paupers

14°. *Resolved*, That two hundred and one pounds two shillings and four pence, be granted to defray the several sums following, for expenses of transient paupers, pursuant to the report of the relief committee.

Overseers of Cornwallis—

Dr. Hamilton,	£3	10	0	
P. Brown in full,		7	10	0
C. E. Lockwood,		0	16	3
				£11 16 3

Overseers of Liverpool—

Board of Eliza Anderson,	27	8	11	
Passage to Halifax of do.	1	0	0	
Clothes,	1	19	2	
Drs. Farish & Forbes,	0	10	0	
Expenses in Halifax,	0	12	6	
3 months advance to commissioners lunatic asylum,	6	10	0	
Board of James Smith,	2	2	6	
Clothes, do.	1	13	0	
				41 16 1

Overseers of Granville—

McDonald,	1	13	4	
Dr. Parker,	3	5	0	
				4 18 4

Overseers of Onslow—

Coughlan,	4	13	9	
Removing do.	2	0	0	
				6 13 9

John Comeford, Sydney, Cape Breton,

Overseers of Falmouth, 1 10 0

Overseers district No. 1 Annapolis, 1 12 7

Ditto for 1858, omitted last year, 4 2 7
4 13 1
8 15 8

Overseers first section, Pictou—

For Catharine Wise,	6	0	0	
Charles Boyle,	12	7	4	
Simon Welsh,	1	1	3	
Dr. Johnston,	9	2	10	
				28 11 5

Second section Egerton, Pictou—

For Roderick Henderson,	1	2	6	
William Sutherland,	0	5	0	
Dr. Murray,	1	13	6	
				3 1 0

Overseers

Overseers township Arisaig, Sydney,	£10	9	3	
Overseers Clements, Annapolis,	10	8	0	
Overseers Aylesford—Tool,	10	0	0	
McCarron,	6	8	6	
Overseers Port Hood,	10	0	0	
Overseers Barrington—Thomas Davis,				
Dr. Schrage,	1	7	6	
Boarding,	0	12	0	
Funeral expenses,	2	0	0	
Arme Flynn,	9	0	0	
	<hr/>			
		12	19	6
Overseers of Horton—				
For Martin Cleveland and Thos. Mahaney,	3	12	6	
Doleman and Walker,	8	9	6	
	<hr/>			
		12	2	0
Donald Cameron, for Dr. Weeks' bill,		20	0	0
	<hr/>			
	£201	2	4	

15°. *Resolved*, That fifteen pounds be granted and placed at the disposal of the governor, in aid of the breakwater at Griffin's Cove, in the county of Digby, pursuant to the report of the committee on navigation securities. £15, breakwater Griffin's cove, Digby county

16°. *Resolved*, That fifteen pounds be granted and placed at the disposal of the governor, to aid the breakwater at or near Londonderry, in the county of Colchester—pursuant to the report of the same committee. £15, breakwater at Londonderry, county of Colchester

17°. *Resolved*, That fifteen pounds be granted and placed at the disposal of the governor, to aid the breakwater at Baxter's harbor, in King's county, pursuant to the report of the same committee. £15, breakwater, Baxter's harbor King's county

18°. *Resolved*, That twenty-five pounds be granted and placed at the disposal of the governor, to aid the breakwater at Gros Coque, in the county of Digby, pursuant to the report of the same committee. £25, breakwater, Gros Coque county of Digby

19°. *Resolved*, That fifteen pounds be granted and placed at the disposal of the governor, to aid in securing the Arisaig pier, pursuant to the report of the same committee. £15, Arisaig pier

20°. *Resolved*, That ten pounds be granted and placed at the disposal of the governor, to provide a horse boat at Bear river, in the county of Digby, pursuant to the report of the same committee. £10, Bear River ferry boat, Digby

21°. *Resolved*, That five pounds be granted to aid the ferry from Washaback to Baddeck, pursuant to the report of the same committee. £5, ferry from Washaback to Baddeck

22°. *Resolved*, That twenty pounds be granted and placed at the disposal of the governor, to aid the inhabitants of Molasses harbor, in the county of Guysborough, to construct a boat canal—provided a similar sum be raised by subscription and expended on the work, pursuant to the report of the same committee. £20, boat canal Molasses Harbor, Guysborough

23°. *Resolved*, That twenty pounds be granted and placed at the disposal of the governor, to be paid to Gaius Lewis, to compensate him for improvement made at Apple river, on government property, pursuant to the report of the same committee. £20, Gaius Lewis

24°. *Resolved*, That such sum be granted and placed at the disposal of the governor, as will be sufficient to defray the expense of powder used in the firing of fog guns at Sambro, pursuant to the report of the same committee. Fog guns at Sambro

£100, packet between
Pictou and Magdalen
Islands

25 °. *Resolved*, That one hundred pounds be granted and placed at the disposal of the governor, to aid in sustaining a packet between Pictou and the Magdalen Islands—such grant to be under the control of the postmaster general, and upon the same terms and regulations as recommended in the report of the committee of the post office for last year.

£350 3 11, A. & W.
McKinlay

26 °. *Resolved*, That three hundred and fifty pounds three shillings and eleven pence be granted to A. & W. McKinlay, in full of their account for stationery, and binding laws and journals of the house of assembly for the past year, including books sent to Australia.

£6, Hannah Piles

27 °. *Resolved*, That six pounds be granted to Hannah Piles, of Guysborough, pursuant to the report of the committee on road damages.

Board of works

28 °. *Resolved*, That such sum be granted and placed at the disposal of the governor, as may be sufficient to defray the balance due to the board of works.

13, Geo. R. Grassie

29 °. *Resolved*, That thirteen pounds be granted to George R. Grassie, sergeant at arms to this house, for his travelling charges for the present session.

£1 per day to each
member of the house

30 °. *Resolved*, That one pound per day be granted to each member of the house of assembly, for his actual attendance in parliament for the present session, also the travelling charges as heretofore.

£1 per day to each
member of the
legislative council

31 °. *Resolved*, That one pound per day be granted to each member of the legislative council, for his actual attendance during the present session, also the same travelling charges as are allowed to the members of the assembly.

Post office

32 °. *Resolved*, That such sum be granted and placed at the disposal of the governor, as will be sufficient to defray the expenses of the post office department for the present year, and also to pay the several grants recommended in the report of the committee on the post office, including the post office money order system.

Allowance to collegiate and academeal
institutions

33 °. *Resolved*, That the allowance now made to collegiate and academeal institutions, including King's college, Windsor, is continued under existing regulations for the present year.

Hospital for the insane

34 °. *Resolved*, That such sum be granted and placed at the disposal of the governor, as shall be sufficient to complete that portion of the hospital for the insane now in course of construction.

Sums allowed to
breakwaters, &c.

35 °. *Resolved*, That no sums granted in the present year for aid to any breakwater, wharf or pier, shall be drawn from the treasury, until it shall appear to the satisfaction of the governor in council, that the parties interested in or applying for aid to any such work, have subscribed and expended thereon, since the passing of this grant, at least three times the amount so granted, in addition to such grant, so that the whole amount expended on such work shall amount to four times the sum so granted, unless otherwise herein provided, and that the site thereof has been conveyed for the use of the public.

Obligations of ferry-
men, &c.

36 °. *Resolved*, That the owners or agents of all steam boats and packet boats, and all ferrymen or owners of ferry boats, shall, before receiving any grant from the public revenues of this province, have performed a full year's service for which such grant is claimed, and shall have made a return to the government of the number of passengers, quantity of merchandise, cattle, horses, and other animals, transported by their conveyances, the amount received for such service, and the number of times they have been obliged to cross and re-cross their respective routes or ferries, by the regulations of the sessions or otherwise, during the year; which return shall be certified to the satisfaction of the governor. All persons receiving grants of money from the revenues of this province, for ferries, shall be obliged to convey her majesty's mails, and before receiving

receiving their grants shall procure and transmit to the financial secretary a certificate of the sessions for the county, or if such ferry be in operation between two counties, a certificate of the sessions of both of such counties that the service has been performed under their regulation, and to their satisfaction.

37°. *Resolved*, That if any of the bridges on the main post roads of this province shall be unexpectedly destroyed or obstructed by any accident or obstacle, the governor may order a commissioner to rebuild or repair such bridge, or to remove such obstructions, and may draw warrants on the treasury for the amount expended in favor of such commissioner; but the whole amount expended during the year shall not exceed one thousand pounds; and the respective sums so drawn shall be charged at the next session of the assembly as against the several counties in which the same shall have been expended.

Casualty vote

38°. *Resolved*, That five hundred pounds per annum be granted to any person or persons who will perform the following service, viz: To run a good and sufficient steamer from Pictou to Port Hood, twice a week, while the gulf is clear of ice, calling at Merigomish, Arisaig, and the Gut of Canso, going and returning. To run the same boat twice a week from Pictou to Arichat, calling at the Gut of Canso, Arichat and Merigomish, going and returning.

£500 per annum, steamer from Pictou to Port Hood, &c.

39°. *Resolved*, That seventy-five pounds be granted to the proprietors of the steamer plying upon the Bras d'Or Lake, in addition to the sum already granted, on condition that she goes twice a week to and fro between Sydney and Whyccomah, calling at Baddeck, when the lake is clear of ice.

£75, Bras d'Or lake steamer

40°. *Resolved*, That four hundred pounds be granted annually, for four years, to such person or persons as will perform the following service:—To run a suitable steam boat three times a week round the Basin of Mines, connecting Hantsport, Parrsborough, Five Islands, Londonderry, Maitland, Petite and Kempt, with the railroad at Windsor.

£400, Basin of Mines steamer

41°. *Resolved*, That thirty pounds be granted and placed at the disposal of the governor, to aid in replacing buoys in Barrington passage and John's Island passage.

£30, Barrington and John's Island buoys

The several resolutions, except the second, third, thirty-eighth, thirty-ninth, and fortieth, being read a second time, were then upon the question put thereon respectively, agreed to by the house.

36 resolutions agreed to

The second resolution granting one thousand pounds for rebuilding the bridge at New Glasgow, being read a second time, and the question put, that the same do pass,

New Glasgow bridge resolution passed on division

Mr. Ryder moved, by way of amendment thereto, that such resolution be not received:

Which being seconded, and the house dividing thereon, there appeared for the amendment, seven; against it, twenty-one.

For the amendment,

Against the amendment,

Mr. Bailey,
Churchill,
Moses,
McClearn,
Ryder,
Brown,
Gilderd.

Mr. Robertson,
Bill,
Martell,
Fuller,
McKenzie,
Wilkins,
Shaw,

Mr. Parker,
Hon. Mr. Howe,
Mr. Chambers,
McLelan,
Hon. Atty. General,
Mr. Morrison,
Hon. Mr. Young,

Mr. Annand,
Munro,
B. Smith,
White,
Chipman,
Esson,
Hon. Fin. Secretary.

So it passed in the negative.

The original resolution being then propounded from the chair, and the question put thereon, was agreed to by the house,

The third resolution for granting two hundred pounds towards rebuilding the bridge over Jordan River, in the county of Shelburne, being read a second time, and the question put thereon, that the same do pass.

Jordan River bridge resolution lost on division

Mr.

Mr. Gilderd moved, by way of amendment thereto, that such resolution be not received, Which being seconded, and the house dividing thereon, there appeared for the amendment, twenty-one; against it, nine.

For the amendment,

Hon. Fin. Secretary, Mr. Ryder,
Mr. Bill, Brown,
Shaw, Hon. Atty. General,
Bailey, Prov. Secretary,
Fuller, Mr. Gilderd,
McLellan, Annand,
Morrison, Robechau,
Parker, B. Smith,
Chambers, Munro,
Hon. Mr. Young, Esson,
Mr. Tobin,

Against the amendment,

Mr. Robertson,
Churchill,
Wilkins,
Moses,
Hon. Mr. Howe,
Mr. McClearn,
White,
Hon. J. Campbell,
Mr. Chipman.

So it passed in the affirmative.

And accordingly,

Ordered, That the resolution be not received.

The thirty-eighth, thirty-ninth and fortieth resolutions, granting sums of money in aid of steam navigation, being read a second time, and the question put thereon, that the same do pass,

Mr. Moses moved, by way of amendment thereto, the following resolution :

Whereas, the interest on the whole debt of the province, incurred principally for railway expenditure, amounts to the sum of £60,000 0 0
The salaries of the civil and judicial officers to 15,740 0 0
The post office, excise, legislative, and other services, 84,000 0 0

Making a total annual expenditure of £159,740 0 0

And whereas, the whole revenue of the province for the past year does not exceed £156,451, and has been gradually decreasing since the year 1854, due allowance being made for the increase on ten per cent. and other duties since that year :

And whereas, it is both impolitic, and nearly or quite impracticable, further to increase the burthens of the people by any additional duties on imports :

And whereas, the extension of the railway system now commenced, or any other considerable addition to our present expenditure, necessarily involves a resort to direct taxation :

And whereas, direct taxation, always distasteful to the people, will be rendered still more odious by the fact that the moneys to be levied are to be expended chiefly for the benefit of a portion only of the inhabitants. :

And whereas, no expenditure of the public funds is so deservedly popular as the grants for roads and schools, extending their benefits as they do to the remotest corners, and ministering to the material and intellectual wants of all :

And whereas, there are now before the house applications for the extension of steam boat services, while several important bridges in the province, in the erection and maintenance of which the intercourse and postal communication of the province are mainly concerned, require funds for their completion and support :

Resolved therefore, that the legislature of Nova Scotia ought not to grant any further aid for the extension of railways, nor the encouragement of steamboats to run on or about the shores and waters of the province, by grants from the treasury, nor for any other similar expenditure, until at least £45,000 can be devoted to the road service, and £12,000 for common school education every year, without further increasing the public debt thereby :

Which amendment being seconded, and the house dividing thereon, there appeared for the amendment nine ; against it, twenty-four.

For

Steam navigation
resolution

Amendment moved

For the amendment,

Against the amendment,

Mr. Webster,
Hon. Fin. Secretary,
Mr. Shaw,
Gelderd,
Moses,
Ryder,
Brown,
White,
Robecheau.

Hon. Mr. Henry,
Mr. Caldwell,
Fuller,
Martell,
Bailey,
Churchill,
Bill,
Parker,

Mr. Wilkins,
McKenzie,
Hon. Prov. Secretary,
Atty. General,
Mr. Howe,
Mr. Chambers,
McClearn,
McLelan,

Mr. Morrison,
Hon. Mr. Young,
Mr. Esson,
B. Smith,
Annand,
Hon. J. Campbell,
Mr. Chipman,
Munro.

So it passed in the negative.

The question being then put on the original resolutions, and the house dividing thereon, there appeared for the resolutions, twenty-two ; against them eleven.

Resolution carried on division

For the resolutions,

Against the resolutions,

Mr. McClearn,
McKenzie,
Martell,
Caldwell,
Bill,
Churchill,
Fuller,
Wilkins,
Parker,
Morrison,
Hon. Mr. Howe,

Mr. McLelan,
Hon. Mr. Henry,
Mr. Chambers,
Hon. Mr. Young,
Mr. Esson,
Hon. Atty. General,
Hon. Prov. Secretary,
Mr. B. Smith,
Annand,
Chipman,
Munro.

Mr. Bailey,
Robertson,
Shaw,
Moscs,
Gilderd,
Brown,
Ryder,
Hon. Fin. Secretary,
J. Campbell,
Mr. Robecheau,
White.

So it passed in the affirmative.

Ordered, That the clerk do carry the resolutions to the council, and desire their concurrence.

Then the house adjourned until to-morrow, at twelve of the clock.

TUESDAY, 12th APRIL, 1859.

PRAYERS.

An engrossed bill relating to the town hall at Upper Stewiacke, was read a third time.

Bills read 3d time
Stewiacke hall

Resolved, That the bill do pass, and that the title be, an act relating to the town hall at Upper Stewiacke.

An engrossed bill to incorporate the Halifax cricket club, was read a third time.

Crieket club

Resolved, That the bill do pass, and that the title be, an act to incorporate the Halifax cricket club.

An engrossed bill to incorporate the trustees of Wolfville division of the order of the sons of temperance, was read a third time.

Sons of temperance

Resolved, That the bill do pass, and that the title be, an act to incorporate the trustees of Wolfville division of the order of the sons of temperance.

Mr. Archibald reported from the committee on crown property ; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

Report of committee
on crown property

(See appendix No. 63.)

Ordered, That the report be received and do lie on the table, and that so much thereof as recommends grants of money, be referred to the committee of supply.

Referred

The

Correspondence as to
destitute seamen

The honorable the provincial secretary, by command of his excellency the governor, presented to the house copies of correspondence with the colonial office, on the subject of expenses incurred in supplying and forwarding to their homes shipwrecked and destitute seamen of the United Kingdom; and the same was read by the clerk.

(See appendix No. 64.)

Ordered, That the correspondence do lie on the table.

Report of committee
on railways

The hon. Mr. Howe reported from the committee on railway affairs; and he read the report in his place, and then delivered it in at the clerk's table, where it was again read.

(See appendix No. 61—part 3.)

Report referred

Ordered, That the report be received, and that so much thereof as recommends grants of money, be referred to the committee of supply.

Committee of supply

On motion, the house resolved itself into the committee of supply.

Mr. Speaker left the chair.

Mr. Chipman took the chair of the committee.

Mr. Speaker resumed the chair.

Report finally
Seven resolutions

The chairman reported from the committee that they had gone through the business referred to them, and had come to seven resolutions, which they had directed him to report to the house; and he delivered the same in at the clerk's table, where they were read, and are as follow, viz :

£286 12 1, contingencies
of house

1^o. *Resolved*, That two hundred and eighty-six pounds twelve shillings and one penny, be granted to defray the contingent expenses of the house of assembly, pursuant to the report of the committee on contingencies

£991 10 11, council's
contingencies

2^o. *Resolved*, That nine hundred and ninety-one pounds ten shillings and eleven pence be granted to defray the contingent expenses of the legislative council for the present session.

£2000, paovers' asylum

3^o. *Resolved*, That two thousand pounds be granted and placed at the disposal of the governor, to be paid to the commissioners of the poor in Halifax, for the support of transient paupers for the present year.

£110, John McLeod

4^o. *Resolved*, That one hundred and ten pounds be granted to John McLeod, contractor on the St. Peter's canal, for extra service on that work, and as a final settlement of all his legal and equitable claims on the province on account of that work, pursuant to the report of the committee on railways.

£36 10 10, Amos Purdy

5^o. *Resolved*, That the sums of fourteen pounds thirteen shillings and four pence, and twenty-one pounds seventeen shillings and sixpence, making together the sum of thirty-six pounds ten shillings and ten pence, be granted to Amos Purdy, pursuant to the report of the committee on crown property.

£25 Mrs. Bindon.

6^o. *Resolved*, That twenty-five pounds be granted to Mrs. Elizabeth Bindon, pursuant to the report of the same committee.

£:2 10 C. H. Harrington

7^o. *Resolved*, That twelve pounds and ten shillings be granted to Clement H. Harrington, pursuant to the report of the same committee.

Six resolutions agreed
to

The resolutions, except the fifth, being read a second time, were upon the question put thereon, agreed to by the house.

Fifth resolution read

The fifth resolution, granting thirty-six pounds ten shillings and ten pence to Amos Purdy, pursuant to the report of the committee on crown property, being read a second time, and the question put thereon that the same do pass,
Mr.

Mr. Bill moved, by way of amendment thereto, that the resolution be not received : Amendment moved
 Which being seconded, and the house dividing thereon, there appeared for the And lost on division
 amendment, ten ; against it, seventeen.

For the amendment,

Against the amendment,

Hon. Fin. Secretary,
 Mr. Bourneuf,
 Fuller,
 Bill,
 McClearn,
 Moses,
 Hon. J. Campbell,
 Hon. Mr. Henry,
 Mr. Brown,
 Hon. Prov. Secretary.

Mr. Munro,
 Wilkins,
 Shaw,
 Bailey,
 B. Smith,
 McKenzie,
 Hon. Atty. General,
 Mr. Parker,
 McLelan,
 Hon. Mr. Young,
 Mr. Chipman,
 Morrison,
 Annand,
 Esson,
 Chambers,
 Wier,
 Hon. Mr. Howe.

So it passed in the negative.

The question being then put upon the original resolution, the same was agreed to Resolution passed
 by the house.

Ordered, That the clerk do carry the resolutions to the council, and desire their con- And sent to council
 currence.

On motion of Mr. Wade,

Resolved, That the sum of seventy-three pounds granted for the ordinary road and Change of appropria-
tion
 bridge service of the county of Digby in 1858, and undrawn, viz :

No. 25	Joseph Cook,	£8	0	0
28	George Cook, senr.,	8	0	0
39	Alexander Mallett,	10	0	0
47		7	0	0
54	David Rice,	25	0	0
60	Richard Clarke,	5	0	0
84	John S. Mallett,	10	0	0
		<hr/>		
		£73	0	0

be granted and applied in the road scale of that county for the present year.

Ordered, That the clerk do carry the resolution to the council, and desire their con-
 currence.

On motion, the house resolved itself into a committee on bills. Committee on bills

Mr. Speaker left the chair.

Mr. Martell took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had gone through Bills reported

The bill to amend the act concerning the city of Halifax ; and City of Halifax

The bill respecting assessments in the city of Halifax ;

and had made amendments to such bills respectively, which they had directed him to report to the house with the bills ; and he delivered the bills, together with the amendments made thereto, in at the clerk's table, where the amendments were read.

Ordered, That the bills with the amendments be engrossed.

An engrossed bill to amend the act concerning the city of Halifax, was read a third Bills read 3d time
Halifax city assess-
ments
 time.

Resolved, That the bill do pass, and that the title be, an act to amend the act con-
 cerning the city of Halifax.

An engrossed bill respecting assessments in the city of Halifax, was read a third time.

Resolved,

Resolved, That the bill do pass, and that the title be, an act respecting assessments in the city of Halifax.

Ordered, That the clerk do carry the bills to the council, and desire their concurrence.

Message

A message from the council, by Mr. Halliburton :

Mr. Speaker,

43 money votes agreed

The council have agreed to forty-three resolutions of this honorable house, granting various sums of money for the public service, viz :

£12	10	0	Mrs. Annand.
1000	0	0	New Glasgow bridge.
86	16	6	Guysborough road survey.
50	0	0	Dr. Forrester.
59	8	2	Record commission.
42	10	0	Crew of Major Norton.
51	1	0	Indians.
10	0	0	Bridgetown colored school.
50	0	0	Infant school.
15	0	0	Insurance model school.
16	0	0	Postages, ditto.
19	10	0	Postages, ditto.
201	2	4	Transient poor.
15	0	0	Griffin's cove breakwater.
15	0	0	Londonderry breakwater.
15	0	0	Baxter's harbor breakwater.
20	0	0	Gros Coque breakwater.
15	0	0	Arisaig pier.
10	0	0	Bear River ferry.
5	0	0	Washabac ferry.
20	0	0	Canal at Molasses harbor.
20	0	0	Gaius Lewis.
			Expense of fog signals, Sambro.
100	0	0	Magdalen Islands' packet.
350	3	11	A. & W. McKinlay.
6	0	0	Hannah Piles.
			Board of Works balance.
13	0	0	George R. Grassie.
			Pay of assembly.
			Pay of council.
			Collegiate institutions.
			Hospital for the insane.
286	12	1	Contingencies of house.
991	10	11	Do. of council.
2000	0	0	Transient poor.
110	0	0	John McLeod.
36	10	10	Amos Purdy.
25	0	0	Mrs. Bindon.
12	10	0	C. H. Harrington.
500	0	0	Steamer, Pictou to Arichat.
75	0	0	Bras d'Or steamer.
400	0	0	Basin of Minas steamer.
30	0	0	Buoys at Barrington harbor.

2 c' nages of appropriation

The council have agreed to two resolutions of this honorable house, changing the appropriation of moneys previously granted, viz :

£40 0 0 to Chipman brook pier.
 10 0 0 to colored schools, Shelburne ;
 and to a resolution respecting undrawn monies.

And then the messenger withdrew.

Ordered, That the road scales be presented to-morrow.

Then the house adjourned until to-morrow, at three of the clock.

WEDNESDAY, 13th APRIL, 1859.

PRAYERS.

On motion of the hon. Mr. Young,

Resolved, That the sum of one thousand six hundred and fifty pounds, granted for the service of roads and bridges in the county of Inverness in the present year, be appropriated as the governor in council may direct. Resolution as to Inverness road moneys

Ordered, That the clerk do carry the resolution to the council, and desire their concurrence.

On motion of the hon. the attorney general,

Resolved, That it is advisable that in this the last session of the house, the question of the union of the colonies should be deferred until the next meeting of the Legislature, when, after the general election, the public sentiment may be better ascertained upon a subject of such deep importance. Resolution as to union of colonies

A message from the council, by Mr. Halliburton :

Message

Mr. Speaker,

The council have agreed to the bill to amend chapter 11 of the acts of 1858, without any amendment. Halifax railway bill

The council have agreed to the bill, entitled, an act to alter and establish the bounds of electoral districts in certain counties in this province, as now amended. Electoral districts

The council have not agreed to the resolution of this honorable house appropriating such sum as may be necessary to defray the expenses of the post office department for the present year. Post office resolution not agreed to

And then the messenger withdrew.

Mr. Young moved that the house do come to the following resolution :

Resolved, That his excellency the governor be respectfully requested to open a negotiation with the home government for permission to coin at the royal mint on the most favorable terms that can be obtained, a sum not exceeding twenty thousand pounds sterling, at the market value of silver, into double florins, to pass in this province, at four shillings sterling, or one dollar each in account, and to have the words "Nova Scotia" stamped thereon, and this house will provide for the charges attending such coinage, and the cost of importation: Resolution as to coinage

Which being seconded, and the house dividing thereon, there appeared for the resolution, sixteen ; against it, fifteen. Passed on division

For the resolution,

Against the resolution,

Mr. Munro,	Mr. Wier,
Chipman,	Esson,
Parker,	Morrison,
Annand,	McLelan,
Bailey,	Hon. Mr. Young,
Martell,	Mr. Chambers,
White,	Webster,
Gilderd,	Robertson.

Hon. J. Campbell,	Mr. Caldwell,
Hon. Fin. Secretary,	Tobin,
Mr. Moses,	Hon. Prov. Secretary,
Bill,	Atty. General,
McClearn,	Mr. Henry,
Bourneuf,	Mr. Shaw,
Brown,	Robecheau.
Fuller,	

So it passed in the affirmative.

- Sent to council** *Ordered*, That the clerk do carry the resolution to the council, and desire their concurrence.
- Return of Railway expenditure** The honorable the provincial secretary, by command of his excellency the governor, presented to the house a return of the work done and amounts expended on railway contracts, in the years 1854, 1855, 1856, 1857, and 1858.
(*See Appendix No. 61—part 4.*)
- Printing advances** *Ordered*, That the return do lie on the table
On motion of the hon. the financial secretary,
Resolved, That his excellency the governor be authorized and respectfully requested to direct advances from the treasury of such sums as may be required towards defraying the expenses of public printing during the present year—provided that no greater sum be advanced in the whole than six hundred pounds, and this house will provide for the same at its next session.
Ordered, That the clerk do carry the resolution to the council, and desire their concurrence.
- Resolution as to printing contract** On motion of the hon. the financial secretary,
Resolved, That the clerk of this house be authorized to advertise for, and receive tenders for, the printing of the house of assembly, and to enter into a contract with sureties for the same for a period of four years, ending at the commencement of the first session of the assembly to be held in 1864,—the quality of the paper on which the journals shall be printed, and the type being equal to that now used for that purpose.
- Vote of credit for post office** On motion of the hon. the financial secretary,
Resolved, That his excellency the governor be authorized and respectfully requested to advance from the treasury such sums as shall be sufficient to defray the expenses of the post office department for the present year, and also to pay the several grants recommended in the report of the committee on post office affairs, including the money order system, and this house will provide for the same at its next session.
- Resolution as to private petitions** On motion of the honorable financial secretary :
Resolved, That no bill of a private or local nature, or petition therefor, or for money or relief, be received by the house after the fourteenth day from the opening of the session, and that the clerk do, one month previous to the meeting of the legislature, cause this resolution to be inserted in five or more of the public newspapers.
- Message** A message from the council, by Mr. Halliburton :
Mr. Speaker,
- Bills agreed to** The council have agreed to the bills, entitled, respectively,
Stewiacke hall An act relating to the Town hall, at Upper Stewiacke.
Cricket club An act to incorporate the Halifax cricket club.
Digby fishing company An act to incorporate the Digby fishing company.
City of Halifax An act to amend the act concerning the city of Halifax.
Lunenburg masons An act to incorporate the Unity lodge of freemasons at Lunenburg.
Telegraph company An act further to amend the act to incorporate the Nova Scotia electric telegraph company.
- Pictou cemetery** An act to revive the act to incorporate the Pictou cemetery company.
Hillsburg masons An act to incorporate Keith lodge of freemasons at Hillsburg.
Canal company An act for the relief of and in further amendment of the act to incorporate the inland navigation company.
- Guysborough church** An act to authorize the sale of the Presbyterian church at Guysborough.
Licences An act to amend the act to regulate licences for the sale of intoxicating liquors.
Supervisors of public grounds An act to amend chapter 68 of the revised statutes, “of supervisors of public grounds.”

- An act to incorporate the trustees of Wolfville division of the order of the sons of temperance. Sons of Temperance]
- An act to amend the law relating to road damages. Road damages
- An act to provide funds for defraying the expense of completing Cornwallis bridge ; and Cornwallis bridge
- An act to amend chapter 38 of the acts of 1857. Cornwallis bridge amendment
- The council have agreed to the amendments proposed by this honorable house, to the bill, entitled, Amendments to coal mining company bill agreed to
- An act to incorporate the North Spring Hill coal mining company.
- The council have agreed to the bill, entitled,
- An act relative to the administration of criminal justice ; Criminal justice amendment
to which bill they desire the concurrence of this honorable house.
- The council have agreed to a resolution appropriating two hundred and fifty pounds, sterling, for the governor's private secretary ; and to a resolution for dividing the road money, and ten changes of appropriation of road moneys. Resolution agreed to
- And then the messenger withdrew.
- The council's engrossed bill relative to the administration of criminal justice, was read a first, and *nem. con.*, a second time, and considered by the house. Council's bill read and passed
- And thereupon, on motion
- Resolved*, That the bill be agreed to by the house.
- Ordered*, That the clerk do carry the bill back to the council, and acquaint them that this house have agreed thereto
- The hon. the attorney general further reported from the committee on railways, by bill, Railway amendment bill
- And thereupon delivered to the house,
- A bill further to amend the act to authorize the construction of railways in this province ;
- and such bill was read a first, and *nem. con.*, a second time.
- Ordered*, That the bill be committed to a committee of the whole house.
- Ordered*, That the road scales be presented to-morrow.

Then the house adjourned until to-morrow, at three of the clock.

THURSDAY, 14th APRIL, 1859.

PRAYERS.

- The hon. Mr. Henry moved that the resolution passed yesterday, authorizing the issue of a coinage of double florins, be rescinded : Motion to rescind
- Which being seconded, and the house dividing thereon, there appeared for the motion, fourteen ; against it, fifteen. Lost on division
- So it passed in the negative.
- Ordered*, That the clerk do prepare and present to the house an engrossed bill for appropriating such part of the supplies granted in the present session, as are not already appropriated by acts of the general assembly. Order to prepare appropriation act
- And accordingly,
- The clerk presented the house an engrossed bill for applying certain moneys therein mentioned, for the service of the year one thousand eight hundred and fifty-nine, and for other purposes ; and the same was read a first, and *nem. con.*, a second time. Bill presented

Resolved,

- Passed** *Resolved*, That the bill do pass, and that the title be, an act for applying certain moneys therein mentioned, for the service of the year one thousand eight hundred and fifty-nine, and for other purposes.
- And sent to council** *Ordered*, That the clerk do carry the bills to the council, and desire their concurrence.
- Road scales presented** The order of the day being read,
The undermentioned members for the several counties, except the county of Inverness, presented to the house scales of subdivision of the sum of twenty-five thousand pounds, for the service of roads and bridges, granted in the present session, viz. :
For the county of Halifax, Mr. Esson,
Hants, " B. Smith,
King's, " Chipman,
Annapolis, Hon. Atty. General,
Yarmouth, Mr. Ryder,
Shelburne, " White,
Queen's, Hon. J. Campbell,
Lunenburg, Mr. Bailey,
Colchester, " McLelan,
Cumberland, " McFarlane,
Pictou, " McDonald,
Sydney, Hon. Mr. Henry,
Guysborough, " Fin. Secretary,
Cape Breton, Mr. Caldwell,
Richmond, " Fuller,
Victoria, " Munro,
Digby, " Bourneuf.
- (See appendix No. 65.)
- Referred** *Ordered*, That such scales be referred to the honorable the financial secretary, Mr. Chipman, and Mr. McClearn, to examine and report thereon.
- And reported** The hon. the financial secretary reported from the committee on the road scales, that they had examined the same, pursuant to the instructions of the house, and recommended to the house the adoption thereof.
- Report adopted** *Ordered*, That the report be received and adopted by the house.
- Scales passed** *Ordered*, That the several scales of subdivision of road moneys be agreed to, and do pass this house as separate resolutions for each of the counties respectively.
- And sent to council** *Ordered*, That the clerk do carry the resolutions to the council, and desire their concurrence.
- Message** A message from the council, by Mr. Halliburton :
Mr Speaker,
- Acadia iron company bill agreed to** The council have agreed to the bill, entitled, an act to alter and amend the act to incorporate the Acadian iron and steel company, and the act in amendment thereof, without any amendment.
also
- Appropriation act** The council have agreed to the bill, entitled, an act for applying certain moneys therein mentioned for the service of the year one thousand eight hundred and fifty-nine, and for other purposes.
- Tw resolutions** The council have agreed to two resolutions respectively authorizing an advance of five hundred pounds to James Burgess, and advances on account of public printing.
- And road scales** The council have also agreed to eighteen resolutions of this honorable house for subdividing and appropriating the road moneys granted for the present year.
And then the messenger withdrew.
- Railway resolution moved** Mr. Wier moved that the house do come to the following resolution :
Whereas, by the resolution passed on the 31st March, the construction of Railways is to be suspended for a year :
And

And whereas, it is indispensable to the success of our railway policy that rigid economy should be observed in the superintendance and working of the lines already formed :
 Therefore resolved, That the railway staff be forthwith reduced to

A chairman at	£700	0	0
A chief engineer at	700	0	0
An assistant at	250	0	0
A superintendent at	300	0	0
A clerk at	100	0	0
A locomotive engineer at	320	0	0
A clerk at	100	0	0
An accountant at,	300	0	0
A clerk at,	150	0	0
A station master at Richmond,	120	0	0
Ditto Windsor,	100	0	0
Ditto Truro,	100	0	0
Ditto Newport,	75	0	0
Ditto Stewiacke,	75	0	0
Ditto Junction,	100	0	0
Ditto Grand Lake,	75	0	0
Ditto Elmsdale,	75	0	0
Ditto Shubenacadie,	75	0	0
Ditto Brookfield,	75	0	0
Ditto Mount Uniacke,	75	0	0
	£3865	0	0

That the number of drivers be reduced to five.

That the number of firemen be reduced to five.

That the number of brakemen be reduced to five.

That the machinists and mechanics be reduced to the number actually indispensable to keep fire engines always on the track.

That the number of carpenters be reduced to five, one to be stationed at Truro, and one at Windsor.

That one half the laborers employed at the Richmond station be discharged.

That thirty-four men at five shillings each, be employed to keep the roads in order, one being stationed at every third mile, to be concentrated on particular points whenever necessary :

Which resolution being seconded,

Mr. Wilkins moved that the same be amended by leaving out all the words after the words "resolved," and in lieu thereof inserting the following words :

Amendment moved

"That the expenses of the railroad office, and of the general management of the roads, be reduced as far as is consistent with the efficient working of the roads, and the safety of the travelling public" :

Which amendment being seconded,

The hon. Mr. Young moved, by way of second amendment to the original resolution, that all the words thereof after the word "resolved," be omitted, and the following words inserted in place thereof :

Second amendment moved

"That as the railways are not to be at present extended either east or west, the charges incident to their construction ought to cease altogether, or to be largely reduced ; that in place of a salary of fifteen hundred pounds a year to the chief engineer, a salary of seven hundred pounds is, in the opinion of this house, sufficient for any engineer that is now required ; that the salaries of two of the commissioners might now be saved ; that the salaries of some of the station masters are much too high, and that the extravagance of the present management should give way to a wholesome and severe economy :

Which

Debate thereon

Which second amendment being seconded, and a debate arising thereon, after some time spent in such debate,

At the suggestion of the honorable the provincial secretary that twenty-four members besides Mr. Speaker were not present,

House counted out

The house being counted by Mr. Speaker, it appeared that twenty-four members besides Mr. Speaker were not present, and the house was adjourned by Mr. Speaker without a question first put, until to-morrow, at ten of the clock.

FRIDAY, 15th APRIL, 1859.

PRAYERS.

Post office resolution

The honorable Mr. Henry reported further from the committee on the post office, by the following resolution which he presented to the house, viz :

Resolved, That the post master general be authorized to make such arrangements as may be necessary to enable the heads of the military departments of the garrison at Halifax to have the public correspondence of their departments pass without payment by the several departments, but to keep an account of the postage, and charge the same to the account of the province :

Passed

Which being seconded and put, was agreed to by the house.

Announcement of prorogation

Mr. Speaker announced to the house that he had received an official communication from the hon. the provincial secretary, that his excellency the governor will attend in the legislative council chamber, to assent to the several bills requiring his assent, and to close the present legislative session, this day at two of the clock.

Railway committee report adopted in part

On motion of the hon. Mr. Henry,

Resolved, That the report of the committee on railway affairs, except so much thereof as gives to Daniel Cameron the option of prosecuting his claims for extra work on the railway by a suit at law, be adopted by the house.

Message from governor

A message from his excellency the governor, by the gentleman usher of the black rod :

Mr. Speaker ;

His excellency the governor commands this honorable house to attend his excellency immediately in the council chamber.

House attend

Accordingly Mr. Speaker, with the house, attended his excellency in the council chamber, when his excellency was pleased to give his assent to sixty bills, severally entitled as follow, viz :

Governor assents to sixty bills

An act relating to the Roman Catholic cemetery at Dartmouth.

An act to incorporate the Halifax fire insurance company.

An act to legalize certain proceedings relative to assessments.

An act to alter and establish the bounds of electoral districts in certain counties in this province.

An act relative to the town hall at Upper Stewiacke.

An act to incorporate the Little River wharf company.

An act concerning trespasses to crown property.

An act to incorporate the Halifax cricket club.

An act to facilitate the perfecting of titles in Cape Breton.

An act to incorporate the Digby upper wharf company.

An act to incorporate the Digby fishing company.

An act to alter and amend the act to incorporate the trustees of St. Matthew's church in Halifax.

An act further to amend chapter 126 of the revised statutes, " of the supreme court and its officers."

An act to amend the act concerning the city of Halifax.

An

- An act to incorporate Unity lodge of freemasons at Lunenburg.
- An act concerning sheriffs.
- An act further to amend the act to incorporate the Nova-Scotia electric telegraph company.
- An act to enforce the making of assessments.
- An act to alter and amend the act to incorporate the Acadian iron and steel company, and the act in amendment thereof.
- An act to prohibit the erection of wooden buildings within a certain portion of the city of Halifax.
- An act further to amend chapter 73 of the revised statutes, "of commissioners of sewers, and the regulating of dyked and marsh lands."
- An act to incorporate the North Spring Hill coal mining company.
- An act to amend chapter 48 of the revised statutes, "of townships and township officers."
- An act to regulate the manner of conducting elections in electoral divisions.
- An act to revive the act to incorporate the Pictou cemetery company.
- An act relating to the signal station at Halifax.
- An act to incorporate the Keith lodge of freemasons at Hillsburg.
- An act to incorporate the Protestant orphans' home.
- An act to amend the new practice act.
- An act to incorporate the bank of Yarmouth, Nova Scotia.
- An act for the relief of, and in further amendment of, the act to incorporate the inland navigation company.
- An act to authorize the sale of the Presbyterian church at Guysborough.
- An act to continue the act to amend chapter 136 of the revised statutes, "of juries."
- An act to amend the act to regulate licences for the sale of intoxicating liquors.
- An act to confirm certain proceedings of the sessions of the county of Halifax, with reference to railway damages.
- An act to amend chapter 68 of the revised statutes, "of supervisors of public grounds."
- An act to incorporate the trustees of Wolfville division of the order of the sons of temperance.
- An act relating to destitute seamen.
- An act to continue the act to authorize a provincial loan.
- An act in addition to chapter 21 of the revised statutes, "of light house duties."
- An act to amend chapter 89 of the revised statutes, "of the settlement and support of the poor."
- An act further to amend chapter 147 of the revised statutes, of petty trespasses and assaults."
- An act in addition to an act to amend chapter 168 of the revised statutes, "of the administration of criminal justice."
- An act to amend the law relating to road damages.
- An act to provide for building a bridge over the Liverpool River, in Queen's county.
- An act to amend the laws relative to the militia.
- An act to enable Charles Dickson Archibald to obtain letters patent.
- An act to amend the act for the management of the hospital for the insane.
- An act to amend chapter 11 of the acts of 1858.
- An act to provide funds for defraying the expense of completing Cornwallis bridge.
- An act to authorize the sale of two Presbyterian meeting houses at Barney's River.
- An act in further amendment of the new practice act.
- An act to amend chapter 38 of the acts of 1857.
- An act to alter certain electoral districts in the county of Cape Breton.
- An act to provide for the construction of a bridge over Jordan River, in the county of Shelburne.

An act to provide for the building and improving certain roads and bridges in the county of Pictou.

An act to continue and amend the laws relating to education.

An act to establish the decimal system of accounting.

An act to amend the jury law.

An act relative to the administration of criminal justice.

After which Mr. Speaker spake as follows :

May it please your excellency;

Your excellency having been graciously pleased to give your assent to all the bills passed in the present session, it becomes my agreeable duty, on behalf of her majesty's dutiful and loyal subjects, her faithful commons of Nova Scotia, to present to your excellency a bill for appropriating the supplies granted in the present session for the support of her majesty's government during the present year, and to request your excellency's assent to the same.

His excellency was then pleased to give his assent to the following bill, viz :

An act for applying certain monies therein mentioned for the service of the year one thousand eight hundred and fifty-nine, and for other purposes.

His excellency was then pleased to make the following SPEECH :

Mr. President, and honorable gentlemen of the legislative council;

Mr. Speaker and gentlemen of the house of assembly;

In relieving you from further attendance I congratulate you upon having discharged the duties which devolved upon you in a shorter time than has been thus occupied by the legislature for several preceding years.

Among a number of useful laws which have been matured during the session, I must especially notice the act for equalizing the elective franchise, which cannot fail to commend itself to the country as an enlarged and comprehensive reform.

The acts relating to the better management of crown property, and for the settling of titles in Cape Breton, as also those calculated to protect the grants to Indians, will, I doubt not, be attended with very valuable results.

Mr. Speaker, and gentlemen of the house of assembly;

I have to thank you for the supply granted for the service of the present year, and to assure you that on my part no exertion will be wanting to ensure its being judiciously and faithfully applied.

Mr. President, and honorable gentlemen of the legislative council;

Mr. Speaker, and gentlemen of the house of assembly;

Allow me in again parting with you to express the hope that the same happiness, contentment and order may continue to prevail in your prosperous colony that have distinguished it since my arrival among you, and which cannot fail to ensure the steady advancement we must all so earnestly desire.

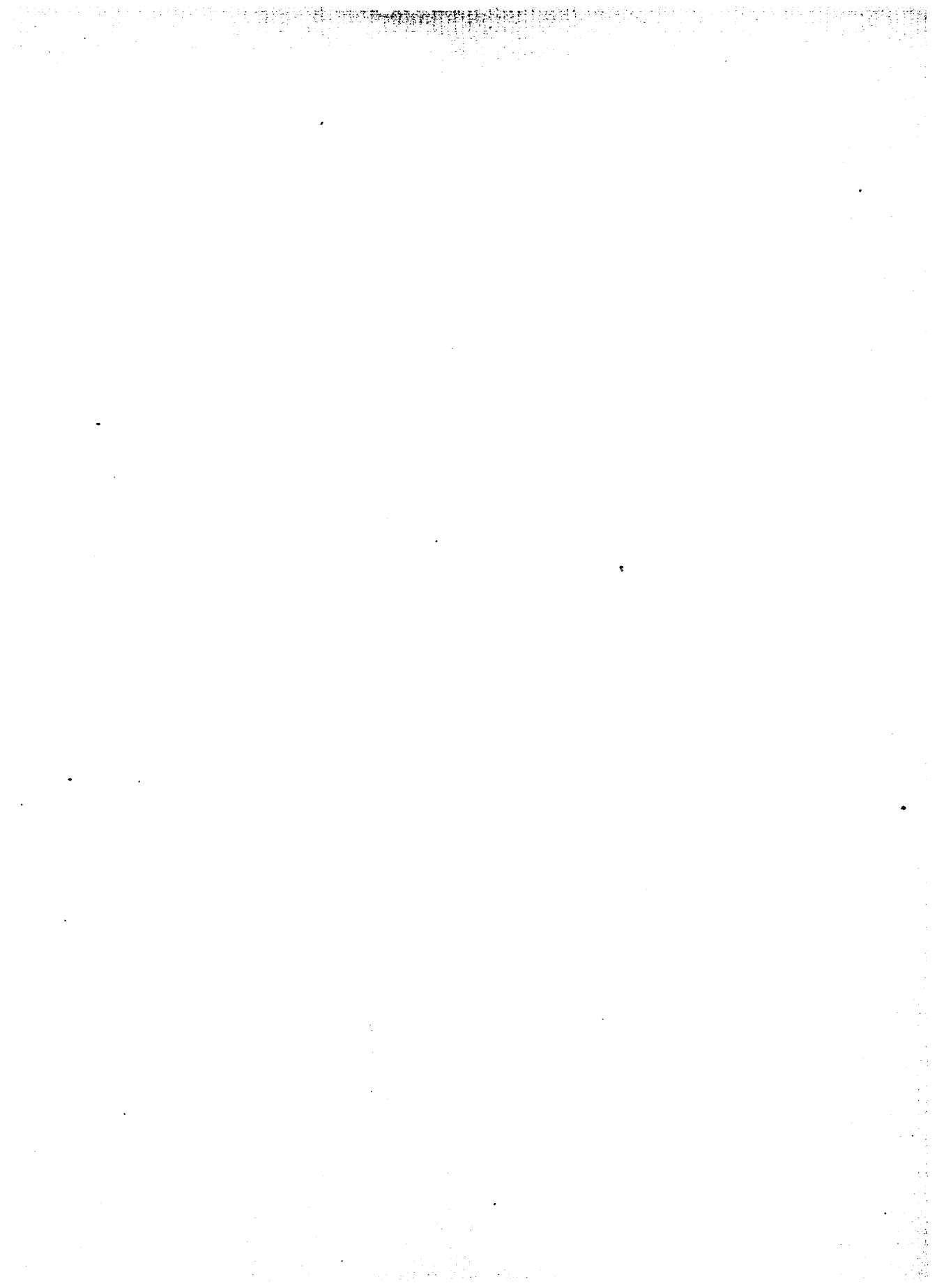
After which, the president of the legislative council, by his excellency's command, said,

Gentlemen,

It is the will of his excellency that this general assembly be prorogued to Tuesday, the tenth day of May next; and this assembly is accordingly prorogued until Tuesday, the tenth day of May next, to be then here held.

ALEXANDER JAMES,

Clerk of the house of assembly.



APPENDIX

TO THE

JOURNAL

OF THE

HOUSE OF ASSEMBLY

OF THE

PROVINCE OF NOVA SCOTIA.

FOR THE SESSION

COMMENCING THIRD FEBRUARY AND ENDING THE FIFTEENTH APRIL, 1859.

HALIFAX:

W. A. PENNEY, PRINTER TO THE ASSEMBLY.



A P P E N D I X .

No. 1.

ACTS CONFIRMED.

At the court at Windsor, the 13th day of November, 1858.

PRESENT—

The queen's most excellent majesty, &c., &c., &c.

Whereas the lieutenant-governor of her majesty's province of Nova Scotia, with the council and assembly of the said province, did, in the months of March, April, and May, 1858, pass 92 acts, which have been transmitted, entitled as follows, viz. :

- No. 3540. An act to authorise a provincial loan.
- No. 3541. An act to continue and amend the laws imposing customs duties.
- No. 3542. An act to continue and amend the law to regulate distilleries.
- No. 3543. An act to continue the law imposing light house duties.
- No. 3544. An act to amend chapter 10 of the acts of 1857, entitled, "an act to amend the new practice act."
- No. 3545. An act further to amend the act 18th victoria, chapter 16, relating to the inspection of fish.
- No. 3546. An act to amend chapter 79 of the revised Statutes "of Partnerships."
- No. 3547. An act to amend the act to prevent the destruction of oysters.
- No. 3548. An act to carry out the provisions of "an act to authorise loan for the construction of railways within the province so far as relates to the city of Halifax."
- No. 3549. An act to amend chapter 126 of the revised statutes "of the supreme court and its officers."
- No. 3550. An act to provide for the erection of a court house in Halifax.
- No. 3552. An act further to amend chapter forty-six of the revised statutes, "of county assessments."
- No. 3553. An act for the more summary trial and punishment of petty offences.
- No. 3554. An act further to amend the act for the municipal government of counties.
- No. 3555. An act to amend the act to authorise assessments for railway damages.
- No. 3556. An act to provide for the registry of warrants to confess judgment.
- No. 3557. An act to further amend the law relating to witnesses and evidence and the proof of written documents.
- No. 3558. An act to amend chapter 42 of the revised statutes "of clerks of the peace."
- No. 3559. An act relating to trusts and trustees.
- No. 3560. An act to amend chapter 89 of the revised statutes "of the settlement and support of the poor."

No.

- No. 3561. An act further to amend the act to establish a normal school.
- No. 3562. An act to amend chapter 168 of the revised statutes "of the administration of criminal justice"
- No. 3563. An act to amend the jury law.
- No. 3564. An act to amend chapter 48 of the revised statutes "of townships and township officers."
- No. 3565. An act to amend the acts relating to river fisheries.
- No. 3566. An act to amend chapter 147 of the revised statutes "of petty trespasses and assaults."
- No. 3568. An act to amend the act to establish a more equal and just system of assessment and the acts in amendment thereof.
- No. 3569. An act to regulate the purchase of old marine stores.
- No. 3570. An act for regulating the office of inspector of mines in this province.
- No. 3571. An act to amend the act to authorise the construction of railways in this province.
- No. 3572. An act for the consolidation of the laws.
- No. 3573. An act for securing the independence of the legislature.
- No. 3574. An act to amend the acts concerning the elective franchise.
- No. 3575. An act for the management of the hospital for the insane.
- No. 3576. An act to revive and continue the laws relative to the Militia.
- No. 3577. An act to amend the laws relating to commissioners of streets.
- No. 3578. An act to continue and amend the laws relating to education.
- No. 3580. An act to amend chapter two of the revised statutes "of executive and legislative disabilities."
- No. 3581. An act to amend chapter 154 of the revised statutes "of costs and fees."
- No. 3582. An act to amend chapter 58 of the revised statutes "of indians."
- No. 3583. An act relative to fires.
- No. 3584. An act to regulate licenses for the sale of intoxicating liquors.
- No. 3585. Act for applying certain monies therein mentioned for the service of the year one thousand eight hundred and fifty-eight, and for other purposes.
- No. 3586. An act to authorise the construction of an aboiteau across Messenger Creek, in the county of Annapolis.
- No. 3587. An act to legalise the jury lists for the county of Yarmouth.
- No. 3588. An act to add a polling place in Queen's County.
- No. 3589. An act to amend the act to alter the time of holding the sessions for the county of Victoria.
- No. 3590. An act to legalize the jury lists for the county of Inverness.
- No. 3591. An act to authorise the sale of the old court house at Sherbrooke.
- No. 3592. An acts for naming the village of Welsford, in the county of Pictou.
- No. 3593. An act to establish a polling district at Dalhousie, in King's County.
- No. 3594. An act for repairing the Bridgewater bridge in the county of Lunenburg.
- No. 3595. An act to amend the act for the regulation of the town marsh of Annapolis.
- No. 3596. An act relating to a burial ground in the town plot of Newport.
- No. 3597. An act to provide for a public road and slip at Digby.
- No. 3598. An act to legalize the proceedings of the sessions of the county of Richmond.
- No. 3599. An act to authorize the sale of the Colchester academy.
- No. 3600. An act to alter certain polling places and the boundaries of certain electoral districts in Cumberland.
- No. 3601. An act relating to the width of certain roads in the county of Digby.
- No. 3602. An act to authorize a loan to pay for certain public services in the county and township of Pictou.

- No. 3603. An act to provide for the extension of the new eastern road between Manchester and the Strait of Canso.
- No. 3604. An act to provide for the extension of the new road from Antigonishe to the Strait of Canso.
- No. 3605. An act to provide for the construction of certain roads in Hants county.
- No. 3606. An act to define, extend and establish the lines of townships in the county of Lunenburg.
- No. 3607. An act to authorize the placing of a draw in the Lower Cornwallis bridge.
- No. 3608. An act to provide for the erection of a poor house in Cornwallis.
- No. 3609. An act to repeal the act for the municipal government of counties, so far as relates to the township of Yarmouth.
- No. 3610. An act to authorize a loan for the purchase of a lot, and construction thereon of a water tank for the town of Pictou.
- No. 3611. An act respecting the general assessment of the city of Halifax for the present year.
- No. 3612. An act to legalize the proceedings of the special sessions in Pictou.
- No. 3613. An act to amend the act entitled, an act to limit the erection of wooden buildings within the city of Halifax.
- No. 3614. An act to enable the city of Halifax to raise additional sums by loan and by assessment for the services therein mentioned.
- No. 3615. An act to amend the act passed in the year of our Lord one thousand eight hundred and fifty-five, relating to public landings.
- No. 3616. An act to amend chapter 49 of the acts of 1853 and chapter 62 of the acts of 1856.
- No. 3617. An act to amend the law respecting licenses in the city of Halifax and prosecutions connected therewith.
- No. 3618. An act to naturalize certain aliens.
- No. 3619. An act to authorize the sale of the Temperance Hall property at Shelburne.
- No. 3620. An act to incorporate the Port Williams pier company.
- No. 3621. An act to incorporate the Nova Scotia Barristers' society.
- No. 3622. An act to incorporate the North British society in Halifax, Nova-Scotia.
- No. 3623. An act to authorize the congregation of the Baptist church, at Canard, Cornwallis, to enclose a portion of the public parade ground, and erect a shed thereon.
- No. 3624. An act to incorporate "the Cape Breton marine insurance company."
- No. 3625. An act to incorporate the trustees of the Baptist church at Falmouth.
- No. 3626. An act to incorporate the Grand Lake land company.
- No. 3627. An act to incorporate the Baxter's harbor pier company.
- No. 3628. An act to provide for the collection of the railway damages payable to Thomas Kenney and William Davey.
- No. 3629. An act in relation to the inland navigation company.
- No. 3630. An act for the relief of Stephen Selden.
- No. 3631. An act to incorporate the Truro boot and shoe manufacturing company.
- No. 3632. An act to incorporate the Londondorry iron company of Nova Scotia.
- No. 3633. An act to amend the act for the incorporation of certain bodies connected with the Wesleyan Methodist chapel in Nova Scotia.
- No. 3634. An act to amend the act to incorporate the Union bank of Halifax.

And whereas the said acts have been laid before her majesty in council, together with a letter to the lord president of the council from the right honorable Sir Edward Bulwer Lytton, Bart., one of her majesty's principal secretaries of state, recommending that the said acts should be left to their operation, her majesty was thereupon this day pleased, by and with the advice of her privy council, to approve the said recommendation

whereof

—whereof the governor, lieutenant-governor, or commander-in-chief for the time being of her majesty's province of Nova Scotia, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

W. L. BATHURST.

At the court at Windsor, the 13th day of November, 1858.

PRESENT—

The queen's most excellent majesty, &c., &c., &c.

Whereas the lieutenant governor of her majesty's province of Nova Scotia, with the council and assembly of the said province, did, in the month of May, 1858, pass an act, which has been transmitted, entitled, as follows, viz. :

No. 3579. An act to extend to this province certain provisions of part third of the merchant shipping act, 1854.

And whereas the said act has been laid before her majesty in council, together with a letter to the lord president of the council from the right honorable Sir Edward Bulwer Lytton, bart., one of her majesty's principal secretaries of state, recommending that the said act should receive her majesty's special confirmation, her majesty was thereupon this day pleased, by and with the advice of her privy council, to declare her special confirmation of the said act, and the same is hereby specially confirmed, ratified, and finally enacted accordingly—whereof the governor, lieutenant governor, or commander-in-chief, for the time being, of her majesty's province of Nova Scotia, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

WM. L. BATHURST.

At the court at Windsor, on the 11th day of January, 1859.

PRESENT—

The queen's most excellent majesty, &c., &c., &c.

Whereas the governor of her majesty's province of Nova Scotia, with the council and assembly of the said province, did, in the month of May, 1858, pass two acts which have been transmitted, entitled as follows, viz. :

No. 3551. An act to establish the boundary line between the provinces of Nova Scotia and New Brunswick.

No. 3567. An act for the punishment of certain offences relating to the army and navy.

And whereas the said acts have been laid before her majesty in council, together with a letter to the lord president of the council from the right honorable Sir Edward Bulwer Lytton, bart., one of her majesty's principal secretaries of state, recommending that the said acts should be left to their operation, her majesty was thereupon this day pleased, by and with the advice of her privy council, to approve the said recommendation; whereof, the governor, lieutenant-governor, or commander-in-chief, for the time being, of her majesty's province of Nova Scotia, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

WM. L. BATHURST.

No. 2.

MINES AND MINERALS.

(COPY.)

No. 19.

Government house, Halifax, N. S., 25th March, 1858.

MY LORD,—

1. I have the honor to transmit herewith two acts of the provincial legislature, to which I have given my assent, and, if they should receive her majesty's confirmation, it is of some importance that they should go into early operation.

The first is an act, entitled, "an act for giving effect to the surrender to her majesty by the legal personal representatives of the late duke of York and Albany, and by the general mining association and their trustee, of the mines in Nova Scotia, and to a lease of part of such mines to the said association."

2. The object of this act is to give efficacy to the two documents mentioned in it—these being—

First—A surrender to the crown of the mines and minerals in this province which had been granted to his late royal highness the duke of York and Albany, and of the interest of the general mining association in these mines under the duke's title, and in certain coal mines at Pictou and Sydney, reserved out of the grant to his royal highness and worked by the mining association under agreement made with the ministers of the crown.

3. Secondly, a lease from the crown to the general mining association of the coal deposits contained within certain defined areas within this province.

4. These documents carry into effect a compromise which last summer was agreed upon between the mining association and delegates from Nova Scotia, and which has been concurred in by the representatives of the late duke of York and all other parties interested, and sanctioned by her majesty's government.

5. The act is the ratification of the compromise, and the confirmation on the part of the legislature of this province of the documents required for giving the agreement efficacy.

6. Before the delegates left England, the drafts of the surrender, lease, and act, were settled and approved; they have passed the legislature, and are now sent, for her majesty's confirmation, without any other alteration further than the introduction into the lease of a description of the areas allotted for the association, which have been defined in conformity with the agreement, by actual surveys made by officers of the association, under the inspection of officers appointed by the provincial government.

7. It affords me great pleasure to present this act of legislation for your approval, and the confirmation of her majesty, as by it a protracted, complicated and irritating controversy is brought to an end, on terms of mutual benefit. The mining association, by surrendering its claims to the minerals of this province—comprising those of the most common and necessary use, as well as those of the highest order—have relieved the people of Nova Scotia from a position, as regards their own soil, which the legislature had often declared to be injurious, oppressive and degrading—and have afforded to them the power of testing the extent and value of the mineral deposits of the country.

8. Compared with the territory over which the claims of the mining association thus surrendered extended, the areas within which the coal deposits are reserved to the association are moderate in extent, and not more than, from the proposals at different times made to them for compromise, they might reasonably expect.

9. The pecuniary concessions involved in the compromise, it may be expected, will reduce the price of coal and give stimulus to trade; and, should competition in the working

working of coal mines follow this arrangement, as may be hoped, these benefits will be more extensively felt.

10. The mining association, in return for the surrender of its claims, receive an abatement in their annual payments to the province, which, according to the quantity of coal hitherto raised, does not reach the amount which in 1854 they were encouraged to hope would be the result of proposals then made to them and approved by the legislature, and henceforth the association will maintain its relations with the province under feeling of security and peace that cannot fail to be mutually beneficial.

11. Her majesty's government, by this arrangement, is relieved from the embarrassment arising from the abridgement of its power to fulfil its equitable obligations to the mining association, arising from the complication of the legal rights of the province, which results from the passage of the civil list act.

12. I have reason to believe that it is of some importance that the mining association should be aware of the decision on this bill before the opening of the spring trade, and previous to the adjustment of prices for the year, and the publication of their circulars through the United States and the provinces.

13. The second act, which I herewith transmit, entitled, "an act to extend the operation of certain grants of land," is the result of the former act.

14. Its object principally is to relieve the grantees of lands in the province, since the lease to the duke of York, from the exception of minerals made in these grants.

15. To effect this object, and put on the same footing, as regards minerals, all the land-holders in the province, the bill aims as far as possible to confine the reservations to the minerals enumerated therein, which are those which were generally exempted previously to the lease of his late royal highness.

16. Your lordship will perceive that on the acts which I have now the honor to transmit going into operation, it will be proper that in all future grants of land in this province the reservation of minerals should be made in conformity with the altered rights of the province in relation to the minerals it contains, and not with the extensive reservations rendered necessary by the duke of York's lease.

I have, &c.

MULGRAVE.

The right honorable LORD STANLEY, &c &c. &c.

No. 15.

Downing street, 1st May, 1858.

My LORD,—

I have to acknowledge your despatch, No. 19, of the 25th March last, transmitting for her majesty's confirmation two acts of the provincial legislature of Nova Scotia; the one "for giving effect to the surrender of her majesty, by the legal personal representatives of the late duke of York and Albany, and by the general mining association and their trustee, of the mines in Nova Scotia, and to the lease of part of such mines to the said association;" the other "to extend the operation of certain grants of land."

These acts have been fully considered by her majesty's government, and appear to pledge the faith of the province to the maintenance of the arrangements which they sanction. In that view they have been fully considered by her majesty's government, who are prepared to advise her majesty to sanction them accordingly. You will therefore receive the necessary order in council by the earliest opportunity.

It gives me great satisfaction to anticipate that the mineral resources of the province will be developed, and at the same time a source of much dispute finally closed, by the terms

terms of mutual agreement of which the legislature and the parties interested have thus signified their adoption.

I have, &c.,

STANLEY.

Lieut. governor the right hon. the earl of MULGRAVE, &c. &c. &c.

No. 37.

Government house, Halifax, N. S., 20th May, 1858.

MY LORD,—

1. Referring to my despatch No. 19, 25th March last, I have the honor to transmit herewith a certified copy of an act passed on the last day of the legislative session, amending the act passed at an early period of the same session, and which was forwarded by me for the consideration of her majesty's government.

2. The act now transmitted is entitled, "an act to amend an act which passed at the present session, entitled, an act for giving effect to the surrender to her majesty, by the legal representatives of the late duke of York and Albany, and by the general mining association and their trustee, of the mines in Nova Scotia, and to the lease of part of such mines to the said association"

3. The report of the attorney general, a copy of which is herewith also enclosed, will inform your lordship of the cause and necessity for the amended act, which chiefly consisted in rectifying a clerical error in the description of one of the areas conceded to the General Mining Association, and the filling in of blanks unavoidably left in the first act, and a few other changes of an immaterial and chiefly verbal character.

I have, &c.

MULGRAVE.

The right honorable LORD STANLEY.

No. 17.

Downing Street, 10th May, 1858.

MY LORD,—

I have received and have had under my consideration an act passed by the legislature of Nova Scotia in the month of March last, and transmitted to me in your despatch noted in the margin.

I have reported to her majesty in council my opinion that the said act should be left to its operation; and I have the honor to transmit to you herewith an order of her majesty in council, dated 7th May, approving that report.

I have, &c.

STANLEY.

The right hon. the EARL OF MULGRAVE, &c. &c.

No. 18.

Downing Street, 10th May, 1858.

MY LORD,—

I have received, and have had under my consideration, an act passed by the legislature of Nova Scotia in the month of March last, and transmitted to me in your despatch noted in the margin,

I have reported to her majesty in council my opinion that the said act should be specially confirmed; and I have the honor to transmit to you herewith an order of her majesty in council, dated 7th of May, approving that report

I have, &c.

STANLEY.

The right hon. the EARL OF MULGRAVE, &c. &c.

No. 3.

UNION OF NORTH AMERICAN COLONIES.

Quebec, Sept. 9th, 1858.

MY LORD,—

I have the honor to transmit for your excellency's information the inclosed copy of a minute of the executive council of Canada, approved by myself, on the subject of a federative union of the British North American provinces.

I have, &c.

EDMUND HEAD.

His excellency the EARL OF MULGRAVE, lieutenant governor of Nova Scotia.

Copy of a report of a committee of the honorable the executive council, dated 4th Sept. 1858, approved by his excellency the governor-general.

The committee of council are respectfully of opinion that it is expedient to bring the subject of the union of the British North American colonies under the notice of her majesty's government with as little delay as possible, and to inform the government of each such colony that the attention of her Majesty has been called to the subject by your excellency.

That your excellency should submit to the right honorable the secretary of state for the colonies the propriety of authorising a meeting of delegates on behalf of each colony, and of upper and lower Canada, respectively, for the purpose of considering the subject of such federative union, and reporting on the principles on which the same could properly be based.

That such delegates should be appointed by the executive government of each colony, and meet with as little delay as possible.

That the report of such delegates should be addressed to the secretary of state for the colonies, and that a copy of it, as soon as it is prepared, should be placed in the hands of the governor and lieutenant-governor of each colony, in order that he may lay the same before the provincial parliament, with as little delay as possible.

(Certified.) WH. H. LEE, C. E. C.

No. 15.

Downing Street, 10th September, 1858.

MY LORD,—

On account of the great importance of the subject, I think it my duty to transmit to you herewith a copy of the speech delivered by the governor of Canada, on closing the late session of the provincial parliament, together with an extract of a despatch which I have addressed to Sir E. Head, respecting that portion of the speech which relates to the federation of the North American colonies.

I have, &c.

E. B. LYTTON.

Lieutenant-governor EARL OF MULGRAVE, &c., Nova Scotia.

Speech.

SPEECH.

*Honorable gentlemen of the legislative council:
Gentlemen of the legislative assembly:*

I congratulate you on having closed the business of this lengthened session, and I am happy to find that the subjects which I recommended to your consideration have received attention at your hands.

The act abolishing imprisonment for debt, in certain cases, and preventing preferential assignment in upper Canada will, so far as it goes, tend to assimilate the laws of the two sections of the Province, and must, I think, be beneficial in its operation.

The jury laws and the municipal law of upper Canada have, in like manner, been dealt with by you, and measures have been adopted for diminishing the cost and facilitating the administration of criminal justice in lower Canada.

In my speech at the opening of the present session, I adverted to the expediency of providing for the registration and protection of persons qualified to vote at the election of members of the legislature: I rejoice to find that a bill on this important subject has been passed by you.

I trust that the act relating to the fisheries will succeed in encouraging this branch of industry.

Our steam communication with Europe has continued to work successfully, and I have little doubt that you have done well in providing for a regular mail service by steam during the season to Gaspe and the lower provinces. The appropriation for establishing a postal line to the Red River will open a continuous mail route under the control of the Canadian government from that settlement to Nova Scotia.

Another link in our railway has been completed by the opening of the Buffalo and lake Huron line. Everything which tends to increase the commerce of the lakes is, in my opinion, of great importance.

Gentlemen of the Legislative assembly:

I am glad to find that our customs tariff has undergone your revision. I hope that, without undue pressure on the people, it may suffice to maintain the public credit, and may work advantageously for the commerce and productive industry of the country. It is also a source of pleasure to me to find that a measure relaxing in some degree the restriction on the interest of money—so much desired by the commercial community—has been favorably considered by you.

I thank you for the supplies which you have granted to her majesty, and I assure you that I will not fail to use all due vigilance and economy in the regulation of the several departments and the administration of the funds entrusted to me.

Honorable gentlemen and gentlemen:

I regret that I cannot speak of the commercial crisis, which has passed on the country, as something which has entirely passed away. The recovery from such difficulties must be gradual; but I earnestly pray that the complete restoration of our prosperity may not be long delayed.

I will not fail to forward to her most gracious majesty the queen your address relating to the territory of the Hudson's Bay company, as well as that which solicits her consideration for the scheme of the inter-colonial railway.

I propose in the course of the recess to communicate with her majesty's government, and with the governments of our sister colonies on another matter of very great importance. I am desirous of inviting them to discuss with us the principles on which a bond of a federal character uniting the provinces of British North America may perhaps hereafter be practicable.

I now release you from your labors by proroguing the present parliament.

Extract of a despatch from sir E. B. Lytton to governor sir E. Head, dated Downing Street, 10th September, 1858, No. 55.

“The question of the federation of the colonies is one in which Canada has, no doubt, a very deep interest, and in which, any representations, proceeding from the legislature of that province will be received with the greatest attention ; but it is necessarily one of imperial character, involving the future government of the other North American colonies, equally bound with Canada by the common tie which unites all the members of that Empire. It is therefore one which properly belongs to the executive authority of the empire, and not that of any separate province to initiate. I do not, however, question the importance of the reasons which led you to avert to it, and shall await the further development of the views of yourself and your advisers on the subject. I have communicated your speech and an extract of this part of my despatch to the lieutenant governors of the other North American provinces.”

No. 22.—Circular.

Downing Street, 26th Nov. 1858.

SIR,—

In my circular despatch of the 10th of September, I transmitted to you a copy of the speech by the governor general of Canada in closing the last session of the provincial parliament, together with the communication which I had addressed to him on that part of the speech which related to the project of a federal union of the North American colonies. I believe that you have since received from the governor-general a minute of the committee of the executive council, suggesting that her majesty's government should authorise a meeting of delegates, to be appointed by the respective provincial governments, to discuss the expediency and the conditions of the proposed measure.

By the federal union I understand to be meant an arrangement for establishing a common legislation in the provinces upon matters of common concern.

The proposal has received from her majesty's government the careful consideration which its importance demands.

The question, however, is one which involves not merely the interests of the important province of Canada and its relation towards the empire, but also the position and welfare of the other North American provinces.

The government of one of them has afforded some indication that it deems the question of a legislative union of some or all of the colonies as equally deserving of consideration, with this exception : her majesty's government have received no expression whatever of the sentiments which may be entertained by the governments of the lower provinces. We think that we should be wanting in proper consideration for those governments, if we were to authorize, without any previous knowledge of their views, a meeting of delegates from the executive councils, and thus to commit them to a preliminary step towards the settlement of a momentous question, of which they have not yet signified their assent to the principle.

It has, therefore, been resolved to address to you the present despatch, (and a similar communication will be made to each of the other provinces,) in order to place you and your responsible advisers in full possession of the actual state of the case.

E. B. LYTTON.

Lieut. governor the right hon. the EARL OF MULGRAVE.

No. 101.—Legislative.

Government house, Halifax, N. S., 30th Decr., 1858.

SIR,—

I beg to acknowledge the receipt of your despatch, No. 22, which I have submitted to my government, who are of opinion that the best course to be pursued on the subject will be to lay the despatch on the table of the house, which will meet on the 3rd of February, thus enabling the legislature to take any action they may think fit in the matter.

I have, &c.

MULGRAVE.

The right honorable sir E. B. LYTON, Bart., &c., &c.

Government House, Toronto, 10th January, 1859.

MY LORD,—

I have the honor to enclose, for your excellency's information, a copy of a minute of my executive council, approved by myself, together with copies of the secretary of state's despatch, and of the letter addressed to him, which are mentioned therein.

I have, &c.

EDMUND HEAD.

His excellency lieutenant-governor THE EARL OF MULGRAVE.

Copy of a report of a committee of the honble. the executive council, dated 5th January, 1859, approved by his excellency the governor general.

The committee have had under consideration a despatch, (No. 87), dated 26th November, 1858, from the right honorable the secretary of state for the colonies, intimating that the imperial government, before authorizing a meeting of delegates from the executive councils of the British North American provinces, on the subject of a federal union, as proposed in the order in council communicated to the colonial secretary by your excellency's despatch, No. 118, of the 9th September last, desire an expression of the sentiments which may be entertained by the governments of the lower provinces on that important matter, in order not to commit them to a preliminary step towards the settlement of a question of which they have not yet signified their assent to the principle.

In order to place the governments of the lower provinces in possession of all the proceedings that have hitherto taken place, in reference to the above mentioned subject, the honorable attorney general, (L. C.) recommends that a copy of the said despatch, No. 87, as well as of the letter addressed by the delegates from Canada to the right honorable the colonial secretary, while in England, be communicated to the governor and lieutenant-governor of each of such provinces, with a view to invite such action in the matter as may be deemed expedient.

The committee advise that the suggestion of the honorable the attorney general be approved and acted on.

(Certified.)

WM. H. LEE, C. E. C.

No.

No. 87.

Downing Street, 26th November, 1858.

SIR,—

I have on a former occasion acknowledged your despatch, No. 118, of the 9th September, accompanied by a minute of a committee of the executive council of Canada, proposing that her majesty's government should authorise a meeting of delegates to discuss the expediency and the conditions of a federal union of the British North American provinces. By this name I understood to be meant an arrangement for establishing a common legislation in the province upon matters of common concern. I have since received a letter on the same question, dated 25th October, from those members of your executive council who have recently visited England; and I have to inform you that the proposal has received from her majesty's government the careful consideration which its importance demands.

The question, however, is one which involves not merely the interests of the important province of Canada and its relations towards the empire, but also the position and welfare of the other North American provinces. The government of one of them has afforded some indication that it deems the question of a legislative union of some or all of the colonies as equally deserving of consideration. With this exception her majesty's government have received no expression whatever of the sentiments which may be entertained by the governments of the lower provinces. We think that we should be wanting in proper consideration for those governments if we were to authorize, without any previous knowledge of their views, a meeting of delegates from the executive councils, and thus to commit them to a preliminary step towards the settlement of a momentous question, of which they have not yet signified their assent to the principle.

A communication in terms corresponding with the present despatch will be addressed to the governors of the other provinces, in order to place them and their responsible advisers in full possession of the actual state of the question.

I have, &c.

E. B. LYTTON.

The right honorable Sir E. HEAD, bart.

London, 23rd October, 1858.

SIR,—

We have the honor to submit, for the consideration of her majesty's government, that the governor-general of Canada, acting under the advice of his responsible advisers, has been pleased to recommend that the subject of a federative union of the provinces of British North America should form the subject of discussion by delegates from each province, to be appointed under the orders of her majesty's government; and we have been instructed to urge the importance of this step, as well upon grounds peculiar to Canada, as from considerations affecting the interests of the other colonies, and of the whole empire.

It is our duty to state that very grave difficulties now present themselves in conducting the government of Canada in such a manner as to shew due regard to the wishes of its numerous population. The union of Lower with Upper Canada was based upon perfect equality being preserved between these provinces, a condition the more necessary from the differences in their respective language, law, and religion—and although there is now a large English population in Lower Canada, still these differences exist to an extent which prevents any perfect and complete assimilation of the views of the two sections.

At the time of the union act, Lower Canada possessed a much larger population than Upper Canada, but this produced no difficulty in the government of the united province under that act; since that period, however, the progress of population has been more rapid

rapid in the western section, and claims are now made on behalf of its inhabitants for giving them representation in the legislature in proportion to their numbers—which claims involving, it is believed, a most serious interference with the principles upon which the union was based, have been and are strenuously resisted by Lower Canada. The result is shewn by an agitation fraught with great danger to the peaceful and harmonious working of our constitutional system, and consequently detrimental to the progress of the province.

The necessity of providing a remedy for a state of things that is yearly becoming worse, and of allaying feelings that are being daily aggravated by the contention of political parties, has impressed the advisers of her majesty's representatives in Canada with the importance of seeking for such a mode of dealing with these difficulties as may forever remove them. In this view, it has appeared to them advisable to consider how far the union of Lower with Upper Canada could be rendered essentially federative in combination with the provinces of New Brunswick, Nova Scotia, Newfoundland, and Prince Edward Island, together with such other territories as it may be hereafter desirable to incorporate with such confederation from the possessions of the crown in British North America.

The undersigned are convinced that her majesty's government will be fully alive to the grave nature of the circumstances referred to, which are stated by them under the full responsibility of their position as advisers of the crown in Canada. They are satisfied that the time has arrived for a constitutional discussion of all means whereby the evils of internal dissension may be avoided in such an important dependency of the empire as Canada. But, independent of reasons affecting Canada alone, it is respectfully represented that the interests of the several colonies and of the empire will be greatly promoted by a more intimate and united government of the entire British North American possessions. The population, trade, and resources of all these colonies have so rapidly increased of late years, and the removal of trade restrictions has made them, in so great a degree, self-sustaining, that it appears to the government of Canada, exceedingly important to bind still more closely the ties of their common allegiance to the British crown, and to obtain for general purposes such an identity in legislation as may serve to consolidate their growing power, thus raising under the protection of the empire an important confederation on the North American continent.

At present each colony is totally distinct in its government, in its customs and trade, and in its general legislation. To each other no greater facilities are extended than to any foreign state, and the only common tie is that which binds all to the British crown. This state of things is considered to be neither promotive of the physical prosperity of all, nor of that moral union which ought to be preserved in the presence of the powerful confederation of the United States.

With a population of three and a half millions, with a foreign commerce exceeding twenty-five millions sterling, and a commercial marine inferior in extent only to those of Great Britain and the United States, it is in the power of the imperial government, by sanctioning a confederation of these provinces, to constitute a dependency of the empire, valuable in time of peace, and powerful in the event of war, forever removing the fear that these colonies may ultimately serve to swell the power of another nation.

In the case of the Australian colonies, the imperial government have consented to their discussion of the question of confederation, although the reasons for it, as relates to the empire, can scarcely be either so urgent or so important as those which affect British North America.

The government of Canada do not desire to represent the feelings of the other provinces; their application is confined to the request, that the imperial government will be pleased to authorise a meeting of delegates on behalf of each colony, and of Upper and Lower Canada, respectively, for the purpose of considering the subject of a Federative union, and reporting on the principles on which the same could properly be based.

That

That such delegates should be appointed by the executive government of each colony, and meet with as little delay as possible.

That the report of such delegates should be addressed to the secretary of state for the colonies, and that a copy of it, as soon as it is prepared, should be placed in the hands of the governor and lieutenant-governor of each colony, in order that he may lay the same before the provincial parliament with as little delay as possible.

Upon the report of such delegates, it will be for her majesty's government to decide whether the interests of the empire will be promoted by confederation, and to direct the action of the imperial parliament therein, with the concurrence of the legislatures of the respective colonies.

We have, &c.

G. E. CARTIER,
JNO. ROSS,
A. T. GALT.

The right honorable Sir EDWARD B. LYTTON, secretary of state for the colonies.

No. 4.

INTER-COLONIAL RAILWAY.

(COPY.)

Government house, Halifax, N. S. 27th February, 1858.

SIR,—

I have the honor to acknowledge the receipt of your despatch of the 22nd inst., enclosing for my information the copy of a minute adopted in council, and approved by your excellency, relative to a joint action of the legislatures of Canada, New Brunswick and Nova Scotia, in urging upon the notice of the imperial government the question of an inter-colonial line of railway between Quebec and Halifax.

My council, to whom I immediately submitted your letter with its enclosure, are deeply impressed with the great importance of this subject, and will not fail to bestow their earliest and earnest consideration on the proposal contained in the minute of your council.

The letter of the delegates, a copy of which was forwarded to your government, has been presented to the legislature now in session, for whose deliberation your communication will also be submitted.

I have, &c.

(Signed)

MULGRAVE.

His excellency Sir E. W. HEAD, &c., &c.

*Government House, Toronto,
March 3rd, 1858.*

MY LORD,—

I have the honor to acknowledge the receipt of your lordship's despatch of the 27th ultimo, relative to the question of an inter-colonial line of railway between Quebec and Halifax, which I have laid before my council.

I have, &c.

EDMUND HEAD,

The right honorable the EARL OF MULGRAVE, &c., &c., &c.

Government

Government house, Halifax, N. S., 18th March, 1858.

SIR,—

I have the honor to acknowledge the receipt of your despatch of the 10th inst., enclosing a memorandum of the executive council of New Brunswick, together with a copy of a despatch from the governor general of Canada and its enclosure, on the subject of an inter-colonial railway, all of which are now under the consideration of my council.

I have, &c.

MULGRAVE.

His excellency, honorable J. H. T. MANNERS SUTTON, &c. &c.

No. 36.

Government house, Halifax, N. S., 10th May, 1858.

MY LORD,—

I have the honor to transmit an address from the legislature of this province, on the subject of an inter-colonial railway, which I request you will be so good as to lay at the foot of the throne.

I have, &c.

MULGRAVE.

The right honorable LORD STANLEY, &c. &c. &c.

Government house, Halifax, N. S., 29th May, 1858.

SIR,—

I have the honor to transmit a copy of a report of the executive council of this province, of which I have approved, on the subject of an inter-colonial railroad between Canada, New Brunswick, and Nova Scotia, a duplicate of which I have forwarded to the lieutenant governor of New Brunswick.

I have, &c.

MULGRAVE.

His excellency the governor general, Canada.

Report of the executive council to the lieutenant governor of Nova Scotia, dated 7th May, 1858, relating to an inter-colonial railroad.

The council having had their attention drawn to the despatch of the governor-general of Canada, dated 23rd February last, and of the lieutenant governor of New Brunswick of the 10th of March last, with their enclosures, upon the important subject of an inter-colonial railroad, desire your excellency to convey to the governor-general of Canada, and the lieutenant governor of New Brunswick, respectively, the satisfaction with which the executive council of Nova Scotia have joined the sister provinces in pressing the consideration of this great enterprise upon the British government, by forwarding an address from the legislature of this province to her majesty, a copy of which is herewith enclosed.

The council advise your excellency to convey to the governor-general the entire willingness of your government to confer by delegation with Canada and New Brunswick, at Fredericton or elsewhere, at any time that his excellency the governor-general may think best calculated to promote the advancement of a project in which the three provinces are so deeply interested.

Approved by his excellency in council, May 26, 1858.

Government

Government house, Fredericton, New Brunswick, June 3rd, 1858.

My LORD,—

I have the honor to acknowledge the receipt of your lordship's despatch of the 29th ult., enclosing a copy of a report of the executive council of Nova Scotia, approved by your excellency, on the subject of an inter-colonial railroad.

I have, &c.

J. H. T. MANNERS SUTTON.

His excellency the right honorable the EARL OF MULGRAVE, &c. &c.

Government house, Toronto C. W., June 9th, 1858.

My LORD,—

I have the honor to acknowledge with thanks your excellency's despatch of the 29th May last, transmitting a copy of a minute of the executive council, approved by you, together with a copy of the address from the legislature of Nova Scotia to her majesty, on the subject of an inter-colonial railway.

I shall not fail to draw the attention of my council to these documents.

I have, &c.

EDMUND HEAD.

His excellency the EARL OF MULGRAVE, &c. &c.

No. 3.

Downing street, 15th June, 1858.

My LORD,—

I have to acknowledge the receipt of your lordship's despatch, No. 36, of the 10th May, enclosing an address to the queen, from the legislative council and house of assembly of Nova Scotia, and on the subject of an inter-colonial railway.

I have to acquaint you that her majesty was pleased to receive this address very graciously, and that the important subject to which it relates will engage the serious attention to her majesty's government as soon as they are in possession of the communication which they have been led to expect from the legislature of Canada.

I have, &c.

E. B. LYTTON.

Lieutenant-governor the right honorable the EARL OF MULGRAVE, &c. &c.

*Government House, Toronto,
24th August, 1858.*

My LORD,—

I have the honor to transmit for your excellency's information a copy of certain resolutions adopted by the legislative council and assembly of this province, on which was founded a joint address to the queen on the subject of the inter-colonial railroad.

I have, &c.

EDMUND HEAD.

His excellency lieutenant-governor the EARL OF MULGRAVE.

12th August, 1858.

1. *Resolved*, That the construction of an inter-colonial railway, connecting the provinces of New Brunswick and Nova Scotia with Canada, has long been regarded as a matter of national concern, and ought earnestly to be pressed on the consideration of the imperial government.

2. *Resolved*, That during several months of the year, intercourse between the United Kingdom and Canada, can only be carried on through the territory of the United States of America, and that such dependence on, and exclusive relations with a foreign country, cannot, even in time of peace, but exercise an important and unwholesome influence on the status of Canada, as a portion of the empire, and may tend to establish elsewhere that identity of interest which ought to exist between the mother country and her colonies.

3. *Resolved*, That while this house implicitly relies on the repeated assurances of the imperial government, that the strength of the empire would be put forth to secure this province against external aggression, it is convinced that such strength cannot be efficiently exerted during a large portion of the year from the absence of sufficient means of communication, and that should the amicable relations which at present so happily exist between Great Britain and the United States be ever disturbed, the difficulty of access to the ocean during the winter months might seriously endanger the safety of the province.

4. *Resolved*, That in view of the speedy opening up of the territories now occupied by the Hudson's Bay company, and of the development and settlement of the vast regions between Canada and the Pacific Ocean, it is essential to the interests of the empire at large that a highway extending from the Atlantic Ocean westward should exist, which would at once place the whole British possessions in America within the ready access and easy protection of Great Britain; while by the facilities for internal communication thus afforded, the prosperity of those great dependencies would be promoted, their strength consolidated and added to the strength of the empire, and their permanent union with the mother country secured.

5. *Resolved*, That Canada has already nearly completed the construction within the province a chain of railways over 1600 miles in length, extending from the eastern frontier of the province towards its western boundary, which is of the greatest importance to its commercial and material prosperity, and forming part of the great proposed highway, but which, without completion to the ocean, is comparatively useless in a national point of view, either as bringing the sister colonies together, or as connecting those colonies with the parent state.

6. *Resolved*, That this house, under these circumstances, is deeply impressed with the importance of an inter-colonial railway and the necessity for its immediate construction; and desiring the co-operate with the imperial government and the provinces of Nova Scotia and New Brunswick, in securing its speedy completion, this house approves of the memorandum addressed to her majesty's secretary of state for the colonies, by the Canadian delegates, and laid before parliament by his excellency the governor general in his gracious message communicated on the thirty-first day of May last, and recommends that the future negotiations should be conducted as nearly as may be on the basis thereby submitted.

7. *Resolved*, That in the opinion of this house, it is expedient that his excellency the governor general should cause all communications with the other provinces necessary for common action on the subject to be entered into.

8. *Resolved* That an address be presented to her majesty embodying the foregoing resolutions, and that the honorable the legislative council be requested to concur in the said address.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

MOST GRACIOUS SOVEREIGN,—

We, your majesty's dutiful and loyal subjects, the legislative council and legislative assembly of Canada, in provincial parliament assembled, humbly approach your majesty for the purpose of representing—

That the construction of an inter-colonial railway, connecting the provinces of New Brunswick and Nova Scotia with Canada, has long been regarded as a matter of national concern, and ought earnestly to be pressed on the consideration of your majesty's imperial government.

That during several months of the year intercourse between the united kingdom and Canada can only be carried on through the territory of the United States of America, and that such dependence on, and exclusive relations with a foreign country, cannot, even in time of peace, but exercise an important and unwholesome influence on the status of Canada, as a portion of the empire, and may tend to establish elsewhere that identity of interest which ought to exist between the mother country and her colonies.

That while we implicitly rely on the repeated assurance of your majesty's imperial government that the strength of the empire would be put forth to secure this province against external aggression, we are convinced that such strength cannot be efficiently exerted during a large portion of the year, from the absence of sufficient means of communication, and that should the amicable relations which at present so happily exist between Great Britain and the United States be ever disturbed, the difficulty of access to the ocean during the winter months might seriously endanger the safety of the province.

That in view of the speedy opening up of the territory now occupied by the Hudson's Bay company, and of the development and settlement of the vast regions between Canada and the Pacific Ocean, it is essential to the interests of the empire at large that a highway, extending from the Atlantic Ocean westward, should exist, which would at once place the whole British possessions in America within the ready access and easy protection of Great Britain; whilst, by the facilities for internal communication thus afforded, the prosperity of those great dependencies would be promoted, their strength consolidated and added to the strength of the empire, and their permanent union with the mother country secured.

That Canada has already nearly completed the construction within the province of a chain of railways over sixteen hundred miles in length, extending from the eastern frontier of the province towards its western boundary, which is of the greatest importance to its commercial and material prosperity, and would form part of the great proposed highway; but which, without completion to the ocean, is comparatively useless, in a national point of view, either as bringing the sister colonies together, or as connecting those colonies with the parent state.

That under these circumstances, we are deeply impressed with the importance of an inter-colonial railway, and the necessity for its immediate construction; and desiring to co-operate with your majesty's imperial government, and the provinces of Nova Scotia and New Brunswick, in securing its speedy completion, we approve of the memorandum addressed to your majesty's secretary of state for the colonies by the Canadian Delegates, and laid before the provincial parliament by his excellency the governor-general, in his gracious message, communicated on the 31st May last; and we humbly pray that the proposed inter-colonial railway may receive your majesty's gracious and early consideration, and that the future negotiations may be conducted as nearly as may be on the basis submitted in the said memorandum.

Government

Government house, Halifax, N. S., 7th September, 1858.

SIR,—

I have the honor to acknowledge the receipt of your excellency's despatch of the 24th August last, transmitting a copy of certain resolutions adopted by the legislative council and assembly of Canada, on which a joint address to her majesty on the subject of an inter-colonial railroad was founded.

I have, &c.

MULGRAVE.

His excellency Sir E. W. HEAD, bart.

Quebec, 10th September, 1858.

MY LORD—

I have the honor to transmit for your excellency's information the enclosed copy of a minute of the executive council of Canada, approved by myself, relating to the inter-colonial railway, to connect Canada with the lower provinces.

I also forward printed copies of the resolutions adopted by both houses of parliament in this colony on the subject, together with copies of certain papers laid before the legislative assembly, relating to the same matters.

I have, &c.

EDMUND HEAD.

His excellency the EARL OF MULGRAVE.

Copy of a report of a committee of the honorable the executive council, dated 6th Sept., 1858, approved by his excellency the governor-general.

The committee of council, having reference to the recommendation contained in their report of the 31st ult., on the subject of the inter-colonial railway, to connect Canada with the lower colonies, humbly advise that copies of the joint address to her majesty, passed by the two branches of the Canadian parliament, during its last session, be forwarded by your excellency to the respective governments of Nova Scotia and New Brunswick, with an intimation that three members of your excellency's council are on the eve of their departure for England, charged with urging that important subject on the attention of the imperial authorities, and suggesting that a fitting occasion is thus presented for the adoption by the lower provinces of such steps as they may think advisable to co-operate with Canada in promoting the object in question

(Certified.)

WM. H. LEE, C. E. C.

At a council held at government house, on the twenty-first day of September, 1858.

PRESENT:

His excellency the lieutenant-governor.

The honorable Mr. Johnston,
The honorable Mr. Tobin,
The honorable Mr. Brown,
The honorable Mr. Marshall,
The honorable Mr. Tupper.

His excellency communicates to the council a despatch, dated the 10th instant, from the right honorable the governor-general, enclosing a minute of the executive council of

of that province, approved by the governor-general, conveying an intimation that three members of the Canadian council are on the eve of departure for England, charged with urging on the attention of the imperial authorities the subject of the construction of an inter-colonial railway to connect Canada with the lower colonies, and suggesting that a fitting occasion is presented for the adoption by the lower provinces of such steps as they may think advisable to co-operate with Canada in promoting that object.

On full consideration and discussion of the subject, the council concur with his excellency in opinion that delegates be sent from this province to unite with the other colonial delegates in again bringing this great question before the imperial government; and his excellency, by the advice of the council, is pleased to appoint, for this purpose, the honorable Dr. Tupper, provincial secretary, and William A. Henry, esquire, a member of the provincial legislature—and to associate with them the honorable Mr. Dickey, a member of the legislative council, now in London.

No. 78.—(Executive.)

Government house, Halifax, N. S., 23rd September, 1858.

SIR,—

I have the honor to transmit herewith for the information of her majesty's government, the enclosed copy of a minute in council, dated 21st September, of which I have approved, relative to the subject of inter-colonial communication, by railway, and authorizing a delegation from this province to co-operate with such delegates as shall be commissioned by the other provinces in urging this important question on the notice of the imperial government.

2 My government are, after much correspondence with the governments of Canada and New Brunswick, and full and thorough discussion in council, deeply impressed with the magnitude and importance of the interests with which they have charged their delegates, and earnestly hope that her majesty's government will be able to countenance an enterprize, the defeat of which must retard, and its success directly advance the prosperity of three of her majesty's most valuable North American colonies.

3. The delegates whom, by this despatch, I officially introduce to you, are the hon. Charles Tupper, provincial secretary, and W. A. Henry, esquire, a member of the provincial legislature—the former of these gentlemen proceeds to England by the present mail, the latter will follow in the steamer leaving here on the 8th of October next.

4. With these two delegates, selected by the council, and hereby accredited by me, is also to be associated a member of the legislative council, the honorable R. B. Dickey, now in England, and they are empowered to conduct on behalf of this province any negotiation that may, in co-operation with the other commissioners, be entered into by her majesty's government, subject to the final ratification of the provincial legislature.

I have, &c.

MULGRAVE.

The right honorable Sir E. B. LYTTON, bt.

Government house, Halifax, N. S., 23rd September, 1858.

SIR,—

I have the honor to acknowledge the receipt of your excellency's despatch, dated 10th instant, with its several enclosures. These I have submitted to the consideration of my council, and I now forward for your excellency's information the result of their deliberations, embodied in a minute of council, dated 21st September, 1858, by which you will perceive that two delegates, the honorable Charles Tupper, provincial secretary,

secretary, and W. A. Henry, esquire, have been selected as delegates from this province to co-operate with such delegates as shall be commissioned by Canada and New Brunswick, to press upon the notice of the imperial government the question of an inter-colonial railway.

The former of these gentlemen proceeds to London by the present mail, and Mr. Henry will follow him in the steamer leaving here on the 8th of October next.

I have, &c.

MULGRAVE.

His excellency Sir E. W. HEAD, Bt., &c. &c.

Government house, Halifax, N. S. 23rd Sept., 1858.

SIR,—

I have the honor to transmit herewith the enclosed copy of a minute of council, of which I have approved, by which your excellency will perceive that delegates have been selected to proceed to England for the purpose of co-operating with such delegates as shall be commissioned by the other provinces, in pressing upon the notice of the imperial government the important question of an inter-colonial railway.

I have, &c.

MULGRAVE.

His excellency honorable J. H. T. MANNERS SUTTON, &c. &c. &c.

*Government house, Fredericton, New Brunswick,
September 27th, 1858.*

MY LORD,—

I have the honor to acknowledge the receipt of your lordship's despatch of the 23rd instant, and of the copy therein enclosed of a minute of council, approved by your lordship, respecting the appointment of delegates from Nova Scotia, to unite with the other colonial delegates, in bringing before the imperial government the question of constructing an inter colonial railway.

I have further the honor to inform your excellency that I have, upon the recommendation of my council, directed Mr. Fisher (a member of the executive council, and attorney general,) and Mr. Smith (also a member of the executive council,) to proceed immediately to England, to represent the interests of this province in the proposed discussion respecting the construction of an inter-colonial line of railroad. A copy of the memorandum of my council in committee on this subject is enclosed for your lordship's information.

I have, &c.

J. H. MANNERS SUTTON.

His excellency the right hon. the EARL OF MULGRAVE.

To his excellency the honorable J. H. Manners Sutton, lieutenant-governor.

The committee of council having had under consideration your excellency's memorandum of the 17th instant, and the accompanying despatch from his excellency the governor general, dated 10th September, relative to the construction of an inter-colonial railway, would respectfully express to your excellency their continued interest in the proposed undertaking.

In a memorandum submitted to your excellency on the 10th August, 1857, we presented the reasons which induced us to urge upon her majesty's government the necessity which

which existed for such a highway. The joint address of the legislative council and house of assembly, to her majesty, passed on the 6th April last, shows that the opinion thus expressed was fully sustained by the legislature.

Having been informed by the despatch of the governor general that three members of his government were on the eve of their departure from Canada, charged with urging that important subject upon the attention of the imperial authorities, we advise your excellency to appoint two members of your council, to proceed forthwith to England for the purpose of representing the interests of New Brunswick.

CHARLES FISHER,
JAMES BROWN,
S. L. TILLEY,
W. H. STEEVES,
DAVID WARK,
A. J. SMITH,
CHARLES WATTERS.

Government house, Toronto, Oct. 4th, 1858.

MY LORD,—

I have the honor to acknowledge the receipt of your excellency's despatch of the 23rd ultimo, inclosing a copy of a minute of council, appointing delegates to meet those of Canada and New Brunswick in London, on the subject of the inter-colonial railroad.

I have, &c.,

EDMUND HEAD.

His excellency the EARL OF MULGRAVE, &c. &c.

Halifax, 3rd January, 1859.

MAY IT PLEASE YOUR EXCELLENCY—

The undersigned have the honor to report the progress of the mission on the inter-colonial railway, with which they were charged under the minnte of council approved by your excellency, September 21, 1858.

Dr. Tupper proceeded without delay to London, and placed himself immediately in communication with Mr. Dickey and the Canadian delegates, informing them that two delegates might be expected from New Brunswick by the *Persia*, then on her way, and that Mr. Henry would follow in the next boat from Halifax.

On the 4th October. Dr Tupper and Mr. Dickey delivered their credentials at the colonial office, and on the 7th waited upon the right honorable Sir Edward B. Lytton by appointment at his official residence in Downing street, and explained the object of their mission. The colonial secretary informed them that as soon as all the delegat es had arrived and were able to come to an agreement among themselves, he would be happy to receive their proposition and give it all the consideration to which a question so important was entitled.

Frequent preliminary meetings were held with Messrs. Cartier, Ross and Galt, the Canadian delegates, both before and after the arrival of Messrs. Fisher and Smith, the delegates from the government of New Brunswick.

Mr. Henry, on his arrival on the 17th October had an interview with Sir E. B. Lytton at the colonial office, who reiterated the deep interest he felt in the question of railway communication between Halifax and Quebec.

After this the whole subject was taken up and discussed between the delegates from
Canada

Canada, New Brunswick, and Nova Scotia at frequent meetings held for the purpose; and on the 26th day of October the accompanying letter, embodying the result of their deliberations, was prepared and submitted by the united delegation to the British government, and an early consideration of the subject solicited.

The letter to the colonial secretary was accompanied by copies of the following papers:

Mr. Gladstone to the governor-general—No. 55, dated 18th April, 1846.

Mr. Gladstone to Viscount Falkland—No. 28, dated 18th April, 1846.

Mr. Stephen to Mr. Trevelyan, 16th April, 1846.

Mr. Trevelyan to the Secretary of the Ordnance, 17th April, 1846.

Mr. Trevelyan to Mr. Byham, 18th April, 1846.

Mr. Hawes to Mr. Howe, 10th March, 1851.

Earl Grey to the governor-general, 14th March, 1851.

Sir J. Pakington to the governor-general, 20th May, 1852.

Report of committee of the executive council of New Brunswick to the lieutenant-governor, 10th August, 1857.

Messrs. Johnston and Archibald to Mr. Labouchere, 20th August 1857.

Mr. McDonald to Mr. Loranger, 1st February, 1858, with memorandum.

On two occasions the whole delegation received a large deputation of gentlemen, representing the Halifax and Quebec railway company formed last spring in London, including Mr. Roebuck, M. P., the honorable Mr. Fitzwilliam, M. P., Captain Mangles, M. P., the honorable Samuel Cunard, and Judge Haliburton, with several other gentlemen of high standing and large influence, who evinced their readiness to co-operate with the delegates in obtaining a favorable answer from the government.

They explained that arrangements had been made to send out Lord Bury to the colonies before it was known that a delegation was coming from America on the subject of the inter-colonial railway, and that other business with which his lordship was connected, rendered it necessary that he should proceed without delay.

On the 9th November, at the request of the secretary of state for the colonies, the whole delegation, accompanied by Mr. Roebuck, had an interview with Sir E. B. Lytton, at his official residence in Downing street

During the discussion that ensued, and in which the great advantage of the work under consideration, both to the British government and to the colonies, was urged very strenuously by different members of the delegation, the colonial secretary asked if the delegates were all agreed as to the route. It was replied that it had been mutually agreed that the line to be selected and to which they had severally pledged the aid of the colonies, should be one that would meet with the approval of the British government.

That difficulty being thus removed, Sir Edward stated objections to the proposition to give a sum of money in the manner suggested,—discussed the nature of the aid that had been promised by his predecessors,—admitted that the project of an inter-colonial railroad entered into imperial policy,—expressed his conviction of the great advantage and importance of the work, but referred to the financial features as presenting the sole difficulty, and recommended the delegation to place themselves in communication with the chancellor of the exchequer

The colonial secretary was pressed to submit a proposition by which aid might be given to the undertaking, if that before him was not in an acceptable shape. He suggested that the best form in which the subject could be placed before parliament would be a proposition to give subsidies for services performed.

The delegates again met, and prepared the accompanying letter to the right honorable Mr. D'Israeli, which was at once forwarded, and copies were also sent to the colonial office for the use of the cabinet.

The undersigned avail themselves of an opportunity, fully to discuss with Sir E. B. Lytton, the various bearings of the railway question, imperial as well as provincial, and the

the right honorable baronet on that occasion expressed himself more warmly than before in favor of it, and his satisfaction at the manner in which it had been presented in our letter to the chancellor of the exchequer, discussing carefully the estimates by which it was undertaken to be shown that all the aid asked for could be afforded without imposing any additional burden upon the parent state, and expressed the pleasure it would afford him to see so valuable an object attained.

Sir Edward advised an early personal application to the chancellor of the exchequer, as the question was receiving the attentive consideration of the cabinet. Acting upon this suggestion, the delegates from New Brunswick, and Messrs. Tupper and Dickey (their colleagues having left London) procured an interview with Mr. D'Israeli on the 27th November, at the treasury.

At this interview the objects of the mission were fully explained, and the various questions submitted by Mr. D'Israeli, as far as could be judged, satisfactorily answered.

No exception was taken to the accuracy of the statements touching the amounts that would be saved on other services to the British government by the construction of the railroad, and Mr. D'Israeli stated that whilst he would not undertake to say what decision would be arrived at by the government, he had no hesitation in saying that it was the first time in his opinion that the project had assumed a practical shape, and that the scheme submitted was then undergoing his most attentive consideration.

The chancellor of the exchequer encouraged the expectation that an answer would be communicated by the following Thursday, as the remaining delegates were obliged to leave London on the following day.

The colonial secretary was absent when Dr. Tupper called to take leave; but Mr. Dickey and the New Brunswick delegates had a final interview with him on the 2nd of December.

On that occasion, the colonial secretary evinced undiminished interest in the subject, and gave as a reason for not being able to communicate a reply, the unfavorable nature of the report received by him from the chancellor of the exchequer, which he was unwilling to receive as conclusive.

Arguments were again urged, and suggested financial difficulties met by these gentlemen, and Mr. Dickey, at the request of Sir Edward, submitted in writing the annexed letter touching especially the question of postal communication.

Having exhausted every means to advance this great work, the undersigned left with the assurance that the subject would be most carefully considered, and the decision of the British government would follow by the ensuing mail to Halifax.

During the frequent occasions enjoyed of intercourse with the authorities at the Colonial office and the treasury, no effort was spared by the delegates, individually as well as collectively, to advance every consideration in their power in favor of the enterprise; nor were opportunities of advancing it, either of a public or private character, allowed to pass unimproved. They felt that whatever might be the answer to their present application, it was of vital importance to enlist the attention and support of members of both houses of parliament, and other influential persons interested in the advancement of the British North American colonies, and they have the satisfaction of believing that their effort in this direction have been to a large extent successful.

In closing this report for the information of your excellency, the undersigned would do violence to their feelings did they not bear testimony to the attentive personal consideration which they on all occasions received from every one with whom they were brought in contact connected with the colonial department, and at the same time, do justice to the great ability and cordial co-operation of the delegates without exception from the sister provinces of Canada and New Brunswick, with whom they were associated.

CHARLES TUPPER,
W. A. HENRY,
R. B. DICKEY.

His excellency the right hon. the earl of MULGRAVE, &c. &c. &c.

3 Charles street, St. James' square,
London, 26th October, 1858.

S:R,—

The subject of an inter-colonial railway from Halifax to Quebec has been so frequently and so fully discussed, both as between the colonies interested, and between those colonies and the home government, that the undersigned do not now propose to reproduce at length the arguments which have been from time to time urged in favor of its construction.

The late earl of Durham, in his report upon the affairs of British North America, suggested the importance of this railway. The first practical step however was taken in the organization of a survey by Mr. Gladstone, when secretary of state for the colonies in 1846, which survey occupied a considerable period of time, involving a large amount of expense, and to which expense Canada, New Brunswick, and Nova Scotia contributed.

Earl Grey, when secretary of state for the colonies, in 1851, distinctly pledged the imperial government to aid in making the line by affording the imperial guarantee to the payment of the interest on the capital required for the work, and this pledge would doubtless have been carried out at the time, had not a difficulty arisen as to a branch line from the main line into the State of Maine, for the cost of which Mr. Howe of Nova Scotia also claimed the imperial guarantee.

Subsequently, in 1852, Mr. Hincks, on behalf of Canada, and Mr. Chandler, acting for New Brunswick, brought the matter under the notice of Sir John Pakington, the then secretary of state for the colonies, who in effect repeated the pledge of earl Grey, but a difficulty arose as to the route.

His grace the duke of Newcastle, as secretary of state for the colonies in the ensuing year, had the project under consideration, with a view to carrying it out,—the Russian war, however, unfortunately intervened and prevented any progress being made until last year (1857), when Messrs. McDonald and Rose from Canada, and Messrs. Johnston and Archibald from Nova Scotia, again made application to the home government, and submitted to Mr. Labouchere, propositions for the completion of this railway. The undersigned have thus but briefly referred to the action in relation to this question, as between the imperial and colonial governments, knowing, sir, as they do, that you are fully acquainted with its history in all its bearings, and that a reference to the parliamentary blue books for the documents and despatches alluded to, will be more convenient and satisfactory to you than a repetition of their contents.

It must be borne in mind, however, that the state of the question in the colonies interested has been materially changed since the correspondence with earl Grey and Sir John Pakington. At that time Canada, New Brunswick, and Nova Scotia had not in fact taken any step incurring debt or liability for the purpose of aiding the project, and it is proposed here to state briefly what has been done, and what liabilities incurred in the respective provinces towards carrying out this great imperial and provincial work. Canada has not only provided for the construction of a line of railway from Quebec to Montreal, and thence westward, passing through Kingston and Toronto, to the western boundary of that province at Sarnia, the foot of Lake Huron; but forty miles below Quebec have been made and are now worked for traffic, and during the next year a further distance of seventy miles to Riviere du Loup now being made, comprising in the aggregate 110 miles below Quebec, or 864 miles in all, from Riviere du Loup to Sarnia, will be completed at a cost to the province of £3,111,500 sterling, raised and paid out since 1852, to aid in the construction of this railway, and involving an annual charge upon the revenues of the province to the extent of £186,000 sterling. From Riviere du Loup to the New Brunswick frontier, the distance to be yet made depends upon the route selected, the shortest distance being about fifty miles—and there will then be a continuous line of railway throughout the entire length of Canada, from its extreme eastern

eastern boundary on the New Brunswick border, to its western boundary at Sarnia, on Lake Huron.

In addition to this large outlay Canada will contribute the sum of twenty thousand pounds sterling, annually, to aid in raising the capital for the completion of this important work.

New Brunswick has incurred a heavy debt in the construction of railways. Upon the completion of the unfinished portion of the road between Shediac and the city of St. John, a distance of 110 miles which are now under contract, her total expenditure for the construction of railways will exceed £500,000 sterling, for which she will be subject to the payment of an annual interest of £48,000 sterling. She has already given one hundred thousand acres of land to the Saint Andrews and Quebec railway and land company, and has pledged a further large grant of land and agreed to pay an annual sum of five thousand pounds sterling to the same company, on certain conditions, to assist in the construction of a railway from Saint Andrews to Woodstock, a distance of eighty-five miles, sixty miles of which will be finished this autumn. Notwithstanding these large expenditures, New Brunswick will now provide a free right of way and contribute £20,000 sterling, annually, to aid in raising the necessary capital for the completion of the inter-colonial railway.

Nova Scotia, before the close of this year, will have opened for traffic sixty-one miles of the trunk line from Halifax to Truro, and a branch line of 31 miles, connecting the main line with Windsor and the fertile counties of the western portion of the province, on the Basin of Minas, has been in operation since June last.

This portion of the trunk line has cost about £500,000 sterling, and the Windsor branch £200,000 sterling, the interest of which is chargeable upon the resources of the province—the capital having been raised upon provincial debentures, bearing six per cent. interest. To complete the trunk line from Truro to the borders of New Brunswick there remains about 69 miles.

Unless it be in connection with the inter-colonial railway, it forms no part of the policy of Nova Scotia to carry the line from Truro to the New Brunswick frontier, as unaided, it is entirely beyond her resources, and a line is now being located from Truro to Pictou, by which communication will be opened with the Gulf of St. Lawrence, Prince Edward Island, and the Eastern counties, including Cape Breton.

In the event, therefore, of the present effort failing to enlist the sympathy and co-operation of the imperial government in completing the inter-colonial railway, in which the general interests of the empire are so largely involved, Nova Scotia must turn her resources to the construction of the line to Pictou, and no hope can be entertained that she will afterwards be able to contribute to the Quebec and Halifax line, as all her means will have been expended upon the local lines already indicated. So deeply impressed is she, however, with the immense importance of this great imperial and colonial railway undertaking, that, although nearly one half of the line through Nova Scotia has been made and completed since the action of the legislature in 1849, she is now willing to renew the pledge, then given, to grant a free right of way, and provide and pay twenty thousand pounds sterling annually, so long as it may be required, to aid in meeting the interest of the additional capital to be expended in making the line from Truro to Riviere du Loup.

Referring, then, to the action of the home government, and to the pledges of Earl Grey in 1851, to the adoption of those pledges in effect, by Sir John Pakington in 1852, and to the repeated admissions on the part of the imperial authorities that the interests and integrity of the empire are involved in the speedy construction of this railway, the undersigned respectfully submit that the period has arrived when it is essential that the imperial assistance necessary be granted.

It is estimated that the different sections required to complete the line from Halifax to Quebec may now be made at a cost of three millions and a half of pounds sterling. If the million and a half of pounds which Canada owes to, and proposes to raise and pay

pay off at once to the imperial government, be appropriated, there remain but two millions more to be provided, and to meet the interest on this sum, each province here proposes to contribute to the extent of £20,000 sterling in each year. The British North American provinces would thus be brought together and consolidated. The postal communication between England and all North America would be conducted through Halifax, and that for the United States would thus pass first through British territory, inasmuch as letters for Boston and New York and other American cities would reach their destination sooner through Halifax and over the rail, than in any other way

When the inter-colonial railway is completed, there will be an unbroken communication by rail from Halifax, in Nova Scotia, to the western part of Canada, at Sarnia, extending over a distance of about 1400 miles in the direction of British Columbia and Vancouver's Island, the whole being in the dominions of the queen; and from Sarnia there is now an unbroken water communication for steamers and vessels of the largest class to the head of Lake Superior at Fort William, a further distance of nearly 1000 miles.

The military objects are now so thoroughly understood, and have been so fully dwelt upon in former memorandums on the subject of this railway, that they are not here repeated.

Trusting that this important matter may receive the early and favorable consideration of her majesty's government.

We have the honor to be, Sir,

Your most obedient humble servants,

(Signed)

G. E. CARTIER,
JNO. ROSS,
A. D. GALT,

} Canada.

CHARLES FISHER,
A. J. SMITH,

} New Brunswick.

CHARLES TUPPER,
W. A. HENRY,
R. B. DICKEY,

} Nova Scotia.

The right hon. Sir EDWARD BULWER LYTTON, bart., secretary of state for the colonies.

No. 55.

Downing street, 18th April, 1846.

MY LORD,—

I have the honor to transmit to you the accompanying copy of a despatch, with its enclosures, which I have had occasion to address by this mail to the lieutenant-governor of Nova Scotia, upon the subject of the employment of officers of the engineer corps on the survey of the provinces in British North America, through which the projected line of railroad between Halifax and Quebec and Montreal may pass.

I have, &c.

W. E. GLADSTONE.

Governor general the right honorable the EARL OF CATHCART, K. C. B., &c. &c.,

Downing

Downing Street, May 20, 1852.

MY LORD,—

I have to inform you that after mature consideration of the proposals laid before them on the part of the legislatures of Canada, Nova Scotia and New Brunswick, respecting the projected line of railway from Halifax to Quebec, her majesty's government have arrived, though with sincere regret, at the conclusion that it is not in their power to recommend to parliament to guarantee the interest of the sum which will be required for the construction of the railway upon that line, being as it appears the only one to which the provinces, by their representatives, are prepared to consent.

2. Her majesty's government are not only anxious to act with the most perfect good faith towards the legislatures and people of the provinces, and to fulfil every just expectation which may have been held out by their predecessors, but they also sincerely desire to adopt all measures by which the welfare of the British colonies in North America can be promoted as far as they can do so consistently with their duties to the empire at large.

3. But on reference to the correspondence which has already taken place on this subject, and especially to the letters addressed by direction of Earl Grey to Mr. Howe on the 10th March, 1851, and Mr. Hincks on the 20th February last, it will appear evident that no pledge had been given of assistance to any line except that originally proposed. Her majesty's government have therefore felt themselves free to consider this important question on the single ground of general expediency.

4. They are by no means insensible of the great national as well as local objects which are involved in the construction of a line of railway by which the three provinces should be united, and their communication with Great Britain promoted, but however favorably inclined they might themselves feel towards any project of this character, they are satisfied that some more special grounds would be required to justify them in proposing that security should be given to it to so great an extent by the treasury of the United Kingdom, or to justify parliament in acceding to such a proposal. There must be some distinct imperial interest for the sake of which alone parliament could be called upon to pledge the national revenue on behalf of such an object.

5. While, therefore, her majesty's government can readily understand the reasons which have induced the colonial legislatures to prefer the line of the valley of St. John as the most expedient for the local purposes of some, if not all, of the provinces, they cannot at the same time but perceive that those peculiar interests affecting the United Kingdom, on which alone public assistance from hence could be reasonably founded, are likely to suffer materially by the change.

6. Among the peculiar advantages in this point of view which it was thought that the line selected on the report of Major Robinson and Captain Henderson would realize, were the opening up of a new tract of maritime country, easily accessible with the railroad but almost unapproachable without it, to emigration from these Islands; and the effecting a safe and continuous route through the province which, both by its distance from the American frontier and its proximity to the sea, might be peculiarly available for military purposes. It is obvious that both these conditions are wanting to the line now proposed, which passes at a distance from the coast, and must necessarily run for a considerable distance close to the American frontier. As far indeed as can be judged from the plans at present proposed, there is no security but that the intended line may even pass along the right or American bank of the St. Johns, and thus, though strictly within British territory, be exposed throughout its whole length to an unguarded frontier, and at the same time separated by the river from all communication with the main portion of the British province. The project, therefore, however commercially valuable in itself, is no longer that which was favorably entertained by her majesty's government in the first instance, differing from it not merely in detail, but substantially in its character and objects.

7. As it is upon the basis of this line only that the gentlemen now in this country, who represent the intentions of the province, are instructed to negotiate, her majesty's government fear that their inability to extend to it the promised amount of support, must, for the present at least, terminate this question. But desiring as they do to promote to the utmost of their power the interests of those important portions of the empire, they will be willing to give the most favorable attention to any modification of the proposals now before them which the legi latures may, on further consideration, feel inclined to make.

8. I have directed a copy of this despatch to be furnished to Mr. Hincks and Mr. Chandler, who have been deputed on the part of Canada and New Brunswick to conduct this negotiation, and to whom her majesty's government are much indebted for the assistance which those gentlemen have rendered them, although compelled to dissent from the views which they have been anxious to enforce.

I have, &c.

JOHN S. PAKINGTON.

The EARL OF ELGIN and KINCARDINE, &c., &c., &c.

Toronto, 1st February, 1858.

SIR,—

Having been authorized by the minute of council of the 9th July last, to urge on the imperial government the reasons which should induce the immediate construction of an inter-colonial railway to Halifax, I have the honor to report, for the information of his excellency, that, under the authority contained in that minute, I sought the assistance and obtained the valuable aid of the present solicitor general for lower Canada, who acted with me accordingly on this service.

At the time of our arrival in England, events in India had assumed a most threatening aspect, and, in consequence, the attention of her majesty's government was very much occupied with matters of a more imminent nature

We proceeded, however, to communicate as well with the secretary of state for the colonies, as with Lord Palmerston, the chancellor of the exchequer, the secretary of state for war, and other members of majesty's government and explained verbally and at length our views on the subject of our mission.

The importance of the work to imperial interests was fully acknowledged, and the means by which its execution could best be accomplished, were fully discussed.

After these communications, we deem it advisable to embody our views in a written memorandum, which we laid before the colonial secretary. That memorandum fully states the arguments pressed on the consideration of the home government, and is now submitted for the approval of council.

The Canadian delegates had the advantage of communicating, while in London, with Mr. Johnston and Mr. Archibald from Nova Scotia, who were also urging the same subject in the interests of that province. The propositions advanced by these gentlemen were identical with those submitted on the part of Canada.

Being apprised that the prorogation of parliament, the absence of some of her majesty's advisers, and the pressing nature of the Indian difficulties, would preclude any immediate conclusion being come to on the propositions of either Canada or Nova Scotia, I considered that a more prolonged attendance would be followed with no advantage, and the question was left under the consideration of the government.

The despatch of the secretary of state for the colonies, of the 15th January, 1858, containing the reply of her majesty's government, having now arrived, I deem it a fitting

fitting time formally to report the action which was taken on the mission entrusted to me.

I would state in conclusion, that the colonial governments of Nova Scotia and New Brunswick, as well as her majesty's advisers, seem deeply impressed with the necessity of this work; on imperial as well as colonial grounds, my conviction is, that its construction is only a question of time, and I would respectfully urge that the early attention of the legislature should be directed to it.

I have the honor to be, Sir,

Your most obedient servant,

JOHN A. MACDONALD.

The honorable T. J. J. LORANGER, provincial secretary.

MEMORANDUM.

The necessity of constructing a military road between Halifax and Quebec, so as to render Canada accessible to her majesty's forces at all seasons of the year, seems long to have engaged the attention of the British government.

In 1838 and 1839, when Canada was invaded by organized parties of marauders from the neighbouring country, with the avowed intention of conquest, troops were transported by that route in winter when the St. Lawrence was closed, with much difficulty, at an enormous expense, and with great suffering to the soldiery; and the impossibility of carrying military stores in sufficient quantities, was then also fully proved.

Several explorations were consequently made by the military authorities, with a view to the construction of a military road as part of the system of defence of the British North American colonies. It was then suggested that a railway, besides being of more utility for this purpose than an ordinary road, would be of great commercial benefit to those provinces, and at the same time confer the political advantage of connecting them more intimately with the mother country, and with each other.

As this scheme would cost much more than the road originally intended, and as the colonies would be so much more benefited thereby, it was thought right that they should contribute to the expense of construction.

A survey was accordingly made in the year 1848, by Major Robinson and other officers selected by the imperial government, but at the expense of the colonies.

Several lines were explored by Major Robinson, but he reported the eastern or coast line as preferable, although the longest and most costly, for several reasons, principally of a military character, given by him.

This route was considered by the colonies, and especially by New Brunswick, as being comparatively of little value except in a military point of view. It was long and circuitous—it passed through a country but little settled, and could not be expected to make any pecuniary return on the cost of construction for years.

The interest, therefore, of any monies borrowed by the province to build the railway would fall entirely on their general revenue, a burden which they were little able to bear. These considerations being strongly pressed on Earl Grey, then secretary of state for the colonies, he acknowledged their justice, and in a despatch dated 14th March, 1851, agreed that the British government would guarantee the payment of the interest on the monies borrowed by the provinces for the purpose of making the road, on the condition that it should pass exclusively through British territory; but he stated that it need not of necessity be built on Major Robinson's line. Any deviation from that line was, however, to be subject to the approval of her majesty's government.

Misapprehension

Misapprehension arose between Earl Grey and Mr. Howe, of Nova Scotia, then conducting the negotiation, as to whether, in case Major Robinson's line were adopted, the imperial guarantee would not also be extended to a lateral railway running from the main line through New Brunswick westward to the frontier of the United States.

This side line, if constructed, would have much improved the commercial character of Major Robinson's line, as it would have formed a valuable feeder and connected it with the general railway system of the United States. Acting, therefore, under the belief that the guarantee was to be so extended, the three provinces of Canada, New Brunswick, and Nova Scotia, made an agreement to construct the railway from Halifax to Quebec in equal proportions, and proceeded to legislate upon it with a view to the immediate execution of the work.

On its being ascertained that it had not been intended by the British government to grant the guarantee to the local line above referred to, all the objections to Major Robinson's route revived, and the arrangements between the provinces fell to the ground.

Anxiously desiring the construction of the railway, the provinces, although much disappointed at the frustration of their expectations, entered into a new arrangement.

They agreed if the railway was built along the valley of the River St. John, Nova Scotia would advance three-twelfths, Canada four-twelfths, and New Brunswick five-twelfths of the cost of the construction.

This line promised great commercial advantages, and a fair pecuniary return, and at the same time satisfied the condition imposed by the imperial government, that it should pass exclusively through British territory. The agreement thus altered was submitted to the imperial government for approval: but Sir John Pakington, then colonial secretary, in a despatch, dated 20th May, 1852, intimated his disapproval of the proposed deviation from the Eastern line, and that he therefore did not feel warranted in recommending the guarantee to parliament. He, however, at the same time stated, that the imperial government was by no means insensible to the great national object involved in the construction of the line, and that the most favorable attention would be given to any modification of the proposals then before him. The negotiations thus fell a second time to the ground—the provinces are without their inter-colonial railway, and England has yet no military road to Canada.

The three provinces have been driven, from the failure of these negotiations, to undertake, within their several territories, without concert, and on their own unaided credit and responsibility, the construction of railways no doubt of local advantage, but not of general or national importance.

It was not thought in Canada a fitting time to press this subject again on the British government, when all its energies were directed to the vigorous prosecution of the Russian war, a struggle in which Canada fully sympathised, and was ready to make its own. But now that peace has been restored, it would seem that no time should be lost in undertaking this great work. Circumstances have arisen during the progress of the war, the enlistment and Nicaraguan questions with the United States, for instance, which show the necessity for such a road, has not decreased—whether as a means of pouring into Canada a sufficient force, or withdrawing it therefrom, without delay, and at all seasons, in case of sudden exigency, it is equally called for.

The only bar on its construction up to 1852, was the difference of opinion as to route, and that difference, it is believed is not irreconcilable.

It is understood in Canada that the route by the valley of the St. John is not now considered by military men, competent to judge, objectionable as a military road, nay, that there are strong reasons for its selection as such, at all events no difficulty is apprehended in finding a line combining the requisites for a military and a commercial road—while imperial interests require as imperatively as ever the completion of this project, the position of Canada with respect to it has materially altered.

In 1852 there were no railways in operation in Canada (with two unimportant exceptions) and she had no winter route to the Atlantic, but since that time, ten lines extending over about 1600 miles have been constructed, at an aggregate cost of about nineteen millions sterling by private companies, chartered and aided by money grants from the provincial government, to the extent of nearly five millions and a half. This sum has been raised partly by the bonds of Canada, on the immediate credit of her consolidated revenue, bearing six per cent. interest, and partly by her bonds issued on the credit of a general municipal fund, established in the province by legislative authority. Preparations are now also in progress for the construction of an interior line of communication far removed from the American frontier, by a combined system of railway and canal between the River Ottawa and Lake Huron.

Canada has therefore already assumed the full measure of pecuniary obligation which her resources render prudent. but as access to the ocean and communication with England can only be had in winter through the United States, it is manifest that in so far as imperial interests are concerned, the railway facilities are in a great measure incomplete. Canada is fully alive to the importance of providing for the maintenance of her connection with England, and she has sought opportunity and availed herself of every occasion practically to cement that relation.

For the purpose of establishing a direct postal communication with England, which should not only put a stop to a large contribution to the revenue of the United States, but also attract to the colony a share of that trade and that emigration which was being diverted to that country, she has established by the payment of an annual subsidy of £50,000, a direct weekly line of ocean steamers between the colony and England. In this enterprise she is not only unaided by England, but has to combat a line plying to the ports of the United States, supported by a subsidy from the imperial government exceeding £180,000 per annum.

The province has also enrolled, drilled, and armed at her own expense, a large and available volunteer force, consisting already of sixteen troops of cavalry, seven field batteries of artillery, five companies of foot artillery, and fifty companies of rifle-men, all provided with the most modern and effective arms. This force is maintained at a heavy cost to the colonial treasury, and being well disciplined, would be of essential and immediate service, should occasion arrive for their active employment.

In addition to this, Canada has been divided into military districts, and the whole sedentary Militia, consisting of every man capable of bearing arms, has been organized.

In so far as the commercial wants of the province are concerned, they are amply supplied by the existing railway communications to the American seaports, New York, and Boston, and by the railway from Montreal to Portland, over which a Canadian company has complete control; but this entire dependence on, and exclusive relations with a foreign country, cannot but exercise an important and unwholesome influence on the *status* of Canada as a portion of the empire, and tend to establish elsewhere that identity of interest which ought to exist between the mother country and the colony.

We are sensible that we need not dwell on the grave and possibly disastrous consequences which, if a rupture should unhappily arise with the United States, may result from the want of communication in winter between England and the interior of the province; but it is evident that the safety of the colony can only be secured either by keeping, from the moment of the first apprehension of danger, a military power within it of such magnitude as would repel any invading force, during the five months when reinforcements or supplies could not be obtained by sea, or the means must be created of throwing in that force and transporting them to those points which are assailable.

We would further mention some facts which shew that while the means of resisting invasion are in no way increased, the facilities for accomplishment are daily becoming greater.

There are now no less than seven American railways terminating directly at the Canadian boundary, and a far greater number touching the waters of the River St. Lawrence,

Lawrence, and the Lakes Ontario and Erie, which divide Canada from the United States. All these roads may be said to form together a continuous line running parallel with, or in easy proximity to, the provincial boundary—and by their means America would be enabled to concentrate, with the utmost expedition and ease, all her forces upon any quarter and to choose her own point of attack.

It may be urged that war with America is impossible, or, at least, an event so unlikely and remote as to justify no expenditure in anticipation of it. Admitting that the character and moderation of the federal government afford assurances of continued amity, it is not to be forgotten that there are other elements, not subordinate, whose influence may at any time become too powerful for control. The best safe-guard against aggression is the power of repelling it. The knowledge of our weakness and exposure to attack may do much to precipitate that which, were our strength understood, would never be undertaken. It is now well known that being cut off from England, the province cannot make her resources and strength available should the necessity for their exercise unhappily come to pass, and when the occasion does arise, it will be too late to provide the means. The road cannot be constructed with a due regard to reasonable economy, for several years, and experience shews how impossible it is to foresee what events within that period may interrupt the friendly relations with a country, the peculiar constitution of which vests so much power in a class, whose interests or passions may, at any time, prompt them to acts which would necessarily lead to a rupture. While, therefore, the commercial or material advantages to Canada which would follow the construction of the road are comparatively unimportant, she feels it her duty to urge the high national considerations which demand that the work should be undertaken.

There can be little fear of any causes of difference between the colonies and the United States. The danger hitherto has sprung from subjects wherein, as a colony, Canada had no interest, but which (such as the Central American, the Oregon, and enlistment questions,) were purely of imperial concern; so that, should hostilities arise, Canada would (as she was during the last war), be made the battle ground in a quarrel which she did not cause, and in which she had no special concern. The colony has received the solemn assurance of the imperial government, a promise on which she implicitly relies, that while she is expected to assume her share of the burden of any force which her own internal wants may require in time of peace, yet that the whole power of the empire will be put forth for her protection and security against foreign aggression. Canada has acted on this assurance and performed her part of the obligation, but we would respectfully urge that, without means of communication with Great Britain, the imperial government is powerless to perform its share, and that the very first step towards the fulfilment of the promise is to provide proper access to the country.

But, apologising for presenting at perhaps too great a length, arguments whose weight may be fully admitted, we proceed to suggest a mode by which we propose that the work should be constructed.

The question of route is one which, in so far as Canada is concerned, might be left to the imperial government and the lower provinces, but the distance of that which would probably be chosen may be assumed at 600 miles. By major Robinson's report the cost of the longest or coast route of 635 miles is £7,000 sterling per mile, to which ten per cent. is added for contingencies, making the cost in round numbers £5,000,000.

Now Canada has already built or has in progress 110, and Nova Scotia 60 miles, available for any route selected for the inter-colonial road, leaving 420 to be constructed. Allowing one million sterling to be added to major Robinson's estimate for the rise of the cost of labor and materials since 1848, the balance to be provided for is £5,000,000. This would include the cost of the whole section apportioned to and now in process of construction by Nova Scotia, but does not include the cost of 110 miles in Canada, on which a million raised from other sources will be expended.

We have reason to think that if the facilities we are about to mention be extended

to Nova Scotia, that province would complete the additional sixty miles to her own frontier, and allow the whole to form a part of the national line.

Assuming that New Brunswick would perform a nearly equal share, (and her legislature has already assumed a larger burden), there would remain for completion about two hundred and fifty miles, at an estimated cost, making allowance for the engineering difficulties, of between £2,500,000 and £3,000,000.

We propose that this sum shall be raised as follows :

In the year 1841 Canada obtained from the imperial government a loan of a million and a half for the construction of her public works. This matures at a distant period, but meanwhile a sinking fund has been formed for its redemption. We suggest that the amount of this loan, including the sinking fund, be granted in aid of the proposed railway, and that Canada shall be relieved from its repayment in consideration of her expending the whole amount in the construction of the line from Riviere du Loup, in Canada, towards Halifax.

Canada and New Brunswick have already appropriated all their ungranted public lands, for 10 miles on each side of the line, in aid of the undertaking. It is assumed that these lands amount to about four millions of acres, and it is proposed, that on the security of these and the road generally, any balance requisite to complete the work should be raised as a first charge.

The system of land grants to aid the construction of railways has been followed, with the most entire success, in the United States of America, where lands, from being almost worthless and unsaleable, have risen in value with a rapidity far exceeding the most hopeful anticipations.

It is apprehended that the provinces of Nova Scotia and New Brunswick would not feel warranted in burdening themselves with so large an amount of interest as a loan to be affected on their own credit would involve, and it, therefore, seems necessary that the imperial guarantee promised by lord Grey, should be extended to the bonds of these provinces to the extent of their respective contributions. This guarantee would enable them to raise the money at such a reduced rate of interest as would justify their incurring the obligation.

The contribution of the imperial government then, would amount to this :

First. A guarantee of the bonds of the provinces of Nova Scotia and New Brunswick.

Second. The conditional discharge of Canada's debt of £1,500,000.

And as a direct equivalent there would be secured not only a military road from Halifax to Quebec, but continuous railway communication, for the transport of men and stores, from Quebec to the western extremity of the province of Canada.

We do not pretend to hold out the prospect of any immediate direct return on the outlay, because we have no data on which to base reliable calculations ; but we must express the conviction that even in a financial point of view the cost of the road, although the entire outlay were assumed by the imperial government, would ultimately be more than saved by the lessened expenditure which England will be called upon to bear after its completion, by enabling her to reduce her military establishments in Canada.

But in the scheme submitted, the provinces, cherishing, and sensible of the value of their connection with England, offer substantial aid and co-operation.

It will be seen that our object is not to involve the imperial government in an undertaking in the hope of a pecuniary return, or to assume a liability in the special interest of any colony. If the best interests of the empire—the extension of her commerce, and the permanence of British power on the continent of America, do not warrant the immediate construction of the work, and the contribution of England towards it, we desire to abstain from urging considerations of minor weight on behalf of the enterprise ; but the material aid which the colonies are ready to extend affords sufficient proof that, in their opinion, its importance on national grounds has not been exaggerated.

We

We trust that a consideration of these views, (which, it is to be understood, are made subject to the approval of the executive and legislature of Canada,) may meet with the favorable and early attention of her majesty's government.

If provisionally acquiesced in, no time will be lost in seeking to obtain the sanction and co-operation of the other provinces.

JOHN A. MACDONALD,
JOHN ROSS.

London, 13th November, 1858.

SIR,—

In the interview with which we were honored by the secretary of state for the colonies, on the subject of the railway from Halifax to Quebec, Sir E. Lytton stated that while the construction of this work unquestionably entered into imperial policy, it involved questions more peculiarly financial, and that he therefore wished us to address you, and, in submitting our united application, to add our views of the manner in which the British exchequer would be affected by your assent to our proposal.

A reference to the enclosed copy of our joint letter to Sir E. Lytton will show you, that estimating the capital required to be £3,500,000, the imperial government are asked to apply £1,500,000 now payable by Canada,—and to guarantee, if necessary, the proposed grant by the three colonies of £60,000 per annum, assuming, which we trust will not be questioned, that the obligations of the several provinces will be honorably met, as has always hitherto been the case,—the amount of aid asked from the British government to secure an object admittedly of vast imperial interests is limited to the grant of £1,500,000, representing, at 4 per cent., an annual charge on the British exchequer, of £60,000

Against this sum it is claimed that the construction of the railway would relieve Great Britain of certain known charges.

Payment to United States government for the transmission of mails to and from Canada,	£25,000	0	0
Reduction in ocean services as now performed by the Cunard line, Halifax being 547 miles nearer to Liverpool than New York, in proportion to the whole subsidy, at least	35,000	0	0
Saving in transmission of troops and munition of war, at least	10,000	0	0
	<hr/>		
	£70,000	0	0
To which may be added the sum which would be paid by the United States government for the transmission of their mails by the railway, at least as much as is now paid by the British government,	25,000	0	0
	<hr/>		
	£95,000	0	0

On financial grounds we therefore do not hesitate to state our conviction that a large reduction may be effected in existing charges upon the British revenue,—while at the same time, the other and more important imperial political object will be attained.

We have now fully stated our views on this important subject, and it only remains for us to express our hope that if her majesty's government are desirous of extending their aid, they may be pleased to advise us of their views; and should they not be prepared to adopt the precise scheme submitted by us, that they will be pleased to inform us of the mode by which they consider the object can be attained more consistently with the interests of the imperial government.

We

We may add that if it should be more consistent with your views to grant aid to this proposed railway by way of subsidy for the services hereinbefore enumerated, instead of an absolute grant of money, it would equally meet the expectations and desires of the several colonies.

We have the honor to be, &c.

(Signed)	G. E. CARTIER,	} Canada.
	JNO. ROSS,	
	A. D. GALT,	
	CHARLES FISHER,	} New Brunswick.
	A. J. SMITH,	
	CHARLES TUPPER,	} Nova Scotia.
	W. A. HENRY,	
	R. B. DICKEY,	

The right hon. B. D'ISRAELI, chancellor of the exchequer, &c. &c. &c.

London, 2nd December, 1858.

SIR,—

In the interview with which the New Brunswick delegates and myself were to-day honored, you kindly intimated that I should submit in writing the views briefly indicated by me, in reference to the financial bearings of the pending application for imperial aid to the Halifax and Quebec railway.

Referring to our joint communication to the chancellor of the exchequer on this part of the subject, I submit that our estimates of the savings to be effected to the treasury, by the proposed line of railway, have been carefully kept within the mark. For example, the reduction of expense in moving troops and stores can hardly be measured by the mere difference of water transit, for it must be borne in mind that during half the year there is, at present, no means *whatever* of conducting these operations, and there is high authority for assuming that with the increased facilities which this line would afford of concentrating troops upon any given point, an additional saving of two or three regiments might be made in the force employed in British North America. So long ago as December, 1848, the Earl of Elgin, then governor general of Canada, expressed his deliberate opinion in a despatch to Lord Grey, that a considerable reduction might be made in the military force of the colonies immediately on the completion of this work. This facility of concentration, on a frontier which might seem, from its defenceless position during half the year, to invite aggression, would thus render an inter-colonial railway the surest bond of peace between the mother country and the United States.

In like manner the amount set down as a prospective saving on the subsidy for ocean mail service is purposely limited to the proportion of distance in the sea voyage, while it is not difficult to show that this by no means represents the entire saving. The expense of running steamers is supposed to increase in a greater ratio than the length of voyage, and from the saving of dead weight in coals, provisions, &c., greater speed may be attained in a voyage from Liverpool to Halifax than in the longer one to Boston or New York. It may be conceded that on the assumption of the continuance of this ocean subsidy a larger amount might be required, inasmuch as mail communication must necessarily be more frequent. Now, without adverting to the fact, that there are many charges common, or nearly so, to a line, whether weekly or daily, such as superintendence, docks, &c., permit me, sir, to invite your attention to the necessary result of this increase of communication, viz., an increase of postage returns. That this

increase

increase will vastly preponderate over any assumed increase of subsidy, I venture to think there can be little doubt. Measured by the enormous increase since the days of the old monthly sailing packets, which has resulted from the splendid enterprise of a man of whom Nova Scotia may well be proud, who shall estimate the augmented postage receipts which a daily line by the shortest route to Canada, New England, and the great lakes, and Western States, must inevitably yield to the imperial treasury. Let it not be forgotten, too, that it is distinctly proposed to convey these mails over the projected railways without any additional charge to the government, beyond the subsidy predicated upon existing circumstances, an amount barely exceeding one third of the present annual payment for weekly mails across the Atlantic.

By our proposal, then, we ask for no increased burthen upon the exchequer,—no demand is made upon the treasury until certain services are performed, and only for the performance of these specified services, at a rate which is confidently submitted the parliament and people of Great Britain would gladly undertake to deduct from the postage receipts, where the improved line of communication at this moment in existence,—a proposition infinitely less burthensome than those to which successive administrations stand pledged. Nor is this all, even in looking to it as a mere financial operation, apart from the vast national objects, to be gained by thus aiding private enterprise. By this railway to Quebec, connecting with the lines on the St. Lawrence to Lake Huron, and the Northern and Western States, letters would reach Buffalo or Toronto before they could be landed from a steamer at New York. One result of giving the imperial aid sought for, would probably be to ensure a connection between the existing railway of St. John and the American railway system. *Without* this connection, letters and passengers could be landed at least as quickly at Boston or New York by the inter-colonial railway as by sea transit; *with* it, a large portion of the mail and passenger traffic of the middle States would also be diverted, since it is a well established fact that by the present modes of transit, water communication cannot successfully compete with railways. Why then, may not an amount equivalent, at least, to that now paid for the passage of Canadian mails over American railways, be fairly calculated upon as a source of revenue.

Believe me, sir, that every manufacturer of Manchester, of Glasgow, and of Belfast, has a direct interest in the speedy solution of this question. Let it be shown that the products of these hives of industry may be transported throughout the year to the furthest verge of Lake Huron in a fortnight, and it may be difficult to assign limits to the increase of trade between the mother country and her sons in that vast region, which, by the necessities of its geographical position, is now limited during half the year to commercial intercourse with the adjoining republic. Surely it is no light matter that for six months in the year, Canada is dependent for her entire import and export trade, even with her sister colonies, upon the revenue regulations of a foreign country. Will Great Britain aid us with her credit to wipe off this reproach?

Without concert with my colleagues, but faithfully, as I believe, reflecting their views, I have thus imperfectly, on the eve of departure, presented some considerations which may not, I trust, be without weight with yourself and your colleagues; and apologising for again pressing upon your notice this matter of vital importance to the interests alike of the colonies and the empire.

I have, &c.

R. B. DICKEY.

The right hon. Sir E. B. LYTON, bart, H. M. secretary of state for the colonies.

No. 30.

Downing street, 24th December, 1858.

MY LORD,—

You are doubtless aware that frequent communications have passed between me and the delegates who visited this country from the British provinces in North America, relative to the proposal that some imperial aid should be granted towards the completion of an inter-colonial railway from Halifax to Quebec. The subject has not failed to receive the anxious consideration of myself and my colleagues.

I need scarcely say that the project is one which her majesty's government cannot regard otherwise than with the best wishes; even were no national object concerned, it would be highly gratifying to them that the British provinces in North America should reap the local advantages which would be derived from the completion of this great line of railway. Those advantages, it is true, would not justify an outlay of British funds, inasmuch as it is evident that for an imperial expenditure there must be an imperial object, but I readily admit that the plan does likewise embrace interests of a general and national character. Independently of any military advantages which might attend the existence of an uninterrupted communication by rail over British territory in the event of any disturbance of the existing friendly relations of Great Britain with all other countries, some benefits of an imperial kind would at once accrue from the completion of the inter-colonial railway, the letters from England would pass over a shorter and cheaper route, and the movement of troops would gain in point of convenience and economy.

As to the probable amount of such financial benefits to the mother country, there would probably be some difference between the calculations suggested by the delegates and those formed by the official departments in the imperial service, to which the consideration of matters affecting the conveyance of troops, or the carriage of letters, would specially belong. It is unnecessary, however, at present to raise that question, and I readily grant that it involves others both of kindly feeling towards provinces so loyal and so important, and of general policy in the increased strength and compactness produced by rapid communication, which it would be impossible to reduce to figures and specify in estimates. But still the national expenditure must be regulated by the national resources, and however important may be the foregoing advantages, it has been found that objects of interest to Great Britain yet more urgent must yield to the necessity of not unduly increasing at the present moment the public burthens. For this reason, I can only express my deep regret that while doing full justice to the ability of the arguments advanced by the gentlemen who visited this country as delegates upon the subject, and while far from undervaluing the benefits of an inter-colonial communication by railway, her majesty's government have not found themselves at liberty to accede to the proposal of granting imperial aid towards the completion of the line between Halifax and Quebec.

I have, &c.

E. B. LYTTON.

The right honorable the EARL OF MULGRAVE, &c., &c., &c.

No. 5.

RETURN OF PERFECTED GRANTS.

Lists of perfected grants of crown lands in Nova Scotia, transmitted to the registrars of deeds in the several counties where the lands lie, for registry and delivery to the respective grantees, for the quarter ended 31st December, 1858.

COUNTY.	NO. OF GRANT.	NAME OF GRANTEE.	NO. OF ACRES.	DISTRICT.	TO WHOM TRANSMITTED.
ANNAPOLIS,	4278	Stephen Mack,	200	Liverpool River.	E. H. Cutler.
	4279	Stephen Mack,	300	Lunenburg road.	
	4280	John F. Wheelock,	100	Lake LeMarchant.	
	4282	Robert Miller,	150	Virginia road.	
	4287	Enoch Steadman,	500	Port Medway River.	
	4306	Syphs. Freeman,	100		
	4310	Henry E. Jefferson,	300		
	4315	Charles Durland,	100	Durland settlement.	
	4320	Sylvs. Morton and another,	200	Port Medway River.	
	4335	Rufus Foster and another,	110	Trout Brook.	
	4336	Isaac Beals 2d, and another,	90		
	4311	William Drunan,	182	Street's Ridge.	
	4312	Richard Black and another,	100	River Philip.	
	4313	Levi Johnston,	100	Little River.	
	4314	William B. Holt,	100	River Philip.	
	4327	Michael and Thomas Chapman,	100	Maccan road.	
4343	John Wm. Millberry,	100	Apple River road.		
4353	Patrick Baird,	147	Ragged Reef.		
4357	John Baird,	206	Amherst township.		
4360	Richard Black,	150	Road to Amherst.		
4363	Caleb Schurman,	110	Old River Philip road.		
4364	Peter Ogleby,	142	Wallace River.		
4255	Stephen Young,	100	Sissiboo River.		
4277	George H. Dunbar,	100	Do.		
CUMBERLAND,					James Purdy.
DIGBY,					C. E. Jones.

List of perfected grants of crown lands, &c.—Continued.

COUNTY.	NO. OF GRANT	NAME OF GRANTEE.	NO. OF ACRES.	DISTRICT.	TO WHOM TRANSMITTED.
DIGBY, -	4316	Edward McCullum,	100	Sissiboo River.	C. E. Jones.
	4318	Isaac Cornwall,	100	Bear River.	
	4321	Freeman and Charles Hurlbert,	127	Manguin's Oak Ridge.	
	4344	Charles Gaudet,	100	Tusket Lake.	
GUYSBOROUGH,	4292	Patrick Doyle,	100	Salmon River road.	W. Moir.
DISTRICT ST. MARY'S,	4295	John Tate,	100	Goshen.	H. McDonald.
	4297	Robert B. Tate,	100	Grover's Lake.	T. N. Jeffrey.
HALIFAX, -	4286	William Young and others,	100	Sambro.	
	4323	John B. Smith,	86	Lake Frederick.	
	4339	John Yendon and others,	103	Old Guysborough road.	
	4361	John Nelson, (Dunn)	500	Shag Bay.	
	4371	Andrew Scott and others,	204	Kempt.	
HANTS, -	2996	Joseph Wade,	215	Indian Lake.	James O'Brien.
	4283	George Mayhew,	195	Douglas.	
	4329	Levi Dixon,	100	New Dublin.	William Rudolf.
LUNenburg, -	4271	John P. Wile,	100	Do.	
	4272	Anthony Vaughan and another,	150	Montreal Settlement.	
	4273	Absalom Wile,	150	New Germany.	
	4281	William Heisler,	200	Chester.	
	4284	John Dorey and others,	100	Sherbrooke Lake.	
	4285	Peter Vienot,	100	Lapland road.	
	4288	Joshua Hebb,	100	New Dublin.	
	4289	Jacob Seamon,	146	Whale's Lake.	
	4291	Charles Jodrey and another,	100	Aspotogen Harbour.	
	4307	William Backman,	100	Ohio.	
	4308	John Meisner,	100	Aylesford road.	
	4322	John G. and C. Jodrey,	300	St. Andrews Settlement.	
	4325	George Hirtle,	100	Montreal Settlement.	
	4340	John Zwicker,	100		

	110	Kentville road,	110	John Ferguson,
	166	New Germany,	166	
	100	Barney's river,	100	
	60	River John road,	60	
	200	New Guysboro' road,	200	
	100	River John,	100	
	100	Port Lebear,	100	John Carten,
	100	Clyde River,	100	Cornelius White,
	100	Old Guysboro' road,	100	A. D. Harrington,
	105	Arisaig,	105	
	200	Egg Mountain road,	200	John Murray,
	109	Big lake,	109	
	100	Great Pubnico lake road,	100	
	102	Ditto,	102	
	100	Ditto,	100	
	191	Gabarus bay,	191	James P. Ward,
	100	Louisbourg road,	100	
	100	Ditto,	100	
	200	Schooner Pond,	200	J. L. Tremain,
	210	Betw. Mabou & Whycocomah,	210	
	100	River St. Deny's,	100	
	100	Lake Ainslie,	100	
	81	South E. branch, Mabou,	81	
	200	South W. branch, Mabou,	200	
	100	South E. branch, Mabou,	100	
	100	Broad Cove,	100	
	100	Big Brook,	100	
	160	Broad Cove,	160	
	100	Black River,	100	
	100	Big Brook,	100	
	92	Lewis Cove road,	92	
	200	Broad Cove,	200	
	120	North E. branch, Margaree,	120	
	100	St. George's Channel,	100	
	100	L'Ardoise,	100	
	100	Grandique road,	100	
	4341	Patrick Turvet,	4341	
	4367	Richard Tratheway,	4367	
	4294	John Douglas,	4294	
	4309	Henry Rogers,	4309	
	4369	John Nelson,	4369	
	4349	Roderick McKenzie,	4349	
	4350	James Harlow and others,	4350	
	4293	John A. McGowan,	4293	
	4296	Donald Chisholm,	4296	
	4338	John & D. McDonald,	4338	
	4359	Duncan Grant,	4359	
	4274	Calvin Hurlbert,	4274	
	4298	Frederick J. D'Entremont and others,	4298	
	4299	Cyril D'Kon and others,	4299	
	4303	James D'Entremont and others,	4303	
	4324	William McGilvray,	4324	
	4348	Donald McPherson,	4348	
	4365	Malcolm McRury,	4365	
	4373	John McDonald,	4373	
	4276	Alexander McQuarrie,	4276	
	4304	John Morrison,	4304	
	4305	Catherine McMillan,	4305	
	4326	Frank Gasper,	4326	
	4328	Alexander McDonald,	4328	
	4330	Donald McDonald,	4330	
	4331	Godfrey Jamieson,	4331	
	4333	Miles McDaniel,	4333	
	4334	Archibald McLellan,	4334	
	4337	Donald McLellan,	4337	
	4354	John Miller,	4354	
	4355	Niel McLeod,	4355	
	4362	John McLellan,	4362	
	4372	John McLeod,	4372	
	4290	Margaret McInnes,	4290	
	4300	Charles Sampson,	4300	
	4301	James Lattemoor,	4301	
PICOU,				
QUEEN'S,				
SHELBURNE,				
SYDNEY,				
YARMOUTH,				
CAPE BRETON,				
INVERNESS,				
RICHMOND,				

List of perfected grants of crown lands, &c.—Continued.

COUNTY.	NO. OF GRANT	NAME OF GRANTEE.	NO. OF ACRES.	DISTRICT.	TO WHOM TRANSMITTED.
RICHMOND,	4304	Alexander Labille,	100	L'Ardoise,	George E. Jeann.
	4317	Angus McKenzie,	100	Sporting Mountains,	
	4319	Morris Morvan,	100	L'Ardoise,	
	4332	Norman McRae,	72	Grand River,	
	4342	Angus McLeod,	200	L'Ardoise,	
	4345	Angus McAulay,	100	Grand River,	
	4346	Donald McLeod,	200	Lewis Covo road,	
	4347	John Ferguson, jr.,	100	Grand River,	
	4351	Donald McLean,	100	L'Ardoise road,	
	4352	Roderick Morrison,	100	Road to St. Esprit,	
	4356	Donald McKillop,	100	Little River,	
	4358	Donald McKenzie,	100	Grand River,	
	4366	John Herbert,	25	Lac Sec,	
	4368	Philip McKay,	100	Grand River,	
	4370	John McDonald,	100	Hay Cove,	
	4374	Peggy Morrison,	191	St. George's Channel,	
COLCHESTER,	4388	Robert Forman,	156	Great Village River,	J. K. Blair.
CUMBERLAND,	4377	Benjamin W. Snyre,	150	Old Economy road,	James E. Purdy.
	4385	Thomas Lowther,	100	Amherst township,	
	4390	Joseph Tully,	150	Wallace River,	
	4398	Joseph Read,	300	Ragged reef,	
	4415	Luke White,	100	3rd Tusket Lake,	C. E. Jones.
	4416	Rame Gaudet,	100	Ditto.	
	4396	George Snow,	100	Chedabucto Bay,	Wm. Moir.
GUYSBOROUGH,	4402	Samuel H. Willis,	100	East River St. Mary's,	H. McDonald.
DISTRICT ST. MARY'S,	4422	Adms. of John E. Croucher,	83	Privateer's Isl'd, Dover Hbr.	T. N. Jeffery.
HALIFAX,	4376	Peter and John McCullough,	430	Noel road,	James O'Brien.
HANTS,	4382	John Schweinheimer and others,	100	Windsor road lots,	William Rudolf.
LUNENBURG,	4383	Robert and G. Barss,	100	New Germany,	
	4389	Henry Eisenhaur,	147	Township of Lunenburg,	
	4399	Adam Fiendel,	100	New Germany,	

	106	Chester road,			
	111	Hubbard's river,			
	100	East River,			John Ferguson.
	100	Old Guysboro' road,			James P. Ward.
	100	Little Bras d'or Lake,			
	158	Glace Bay,			
	200	Boysdale road,			
	300	Glace Bay road,			
	155	Boysdale road,			
	100	Head of River Inhabitants,			John I. Tremain.
	100	Skye River,			
	219	S. E. Branch, Mabou,			
	100	Margaree,			
	100	River St. Deny's			
	100	Cheticamp road,			
	100	Lake Ainslie,			
	100	Ship Harbour, old road,			George E. Jeans.
	100	South side Forchu Harbour,			
	100	Grand River,			
	100	Ferguson's Lake,			
	200	Grand River,			
	100	Ferguson's Lake,			
	100	L'Ardoise road,			
	100	North side Grand River,			
	100	L'Ardoise road,			
	200	Ditto.			
	100	Grand Anse,			
	100	Ditto.			
	100	False Bay River,			
	100	Sporting Mountains,			
	54	Ditto.			
	200	St. Esprit,			
	100	Grand River,			
	200	Ditto.			
	100	Ditto.			

Department of crown lands, Jan. 22, 1859.

SAML. P. FAIRBANKS, Commissioner crown lands.

No. 6.
APPLICATIONS FOR CROWN LANDS.

Return of quantities of crown lands in the province of Nova Scotia, which have been applied for during the quarter ending 31st December, 1858.

DATE OF PETITION.	NO. OF ACRES.	COUNTY WHERE LAND LIES.	NAME OF PETITIONER.	SUBSTANCE OF PETITION.
1857. May, 4, 1858. Sept. 24,	100 100	Cumberland, Victoria,	George York and another, Norman McDonald,	For 100 acres in Parrsboro'. For 100 acres on South side of road from Baddeck Bay to Big Harbour.
October 2, Sept. 29, " 7, " 28, October 6, Sept. 18, July 10,	100 100 800 100 100 100 100	Guysboro', Yarmouth, Annapolis, Inverness, Cape Breton, Lunenburg, Halifax,	Richard Smith, Joseph Gray, Sylv. Morton and another, Neil McKinnon, John McDonald, J. H. Kaulback, John H. McNab,	100 acres on St. Mary's River. 100 acres in Kemptville. 800 acres near Port Medway River. 100 acres at the Big Interval Margaree. 100 acres at Mira River. 100 acres in New Germany. A free grant at Duncan's Cove, land included in plan, but not in grant.
October 7,	450	Do.	Alexander Fraser,	450 acres on West branch of Lochaber River, Sheet Harbor,
" 1, Jan'y 18, Sept. 22, " 1, Octr. 18, " 11, " 9,	100 100 100 Water lot 100 300 100 100	Cumberland, Halifax, Do. Do. Victoria, Annapolis, Digby, Shelburne, Digby,	Geo. Angevine, Lewis L'Hever and others, James Geizer, Wm. G. Coombs, Joseph Keagan, Christian Ernst, Matt. Finley and another, Geo. S. Ryer, Artemas Odell and another,	100 acres on West side Wallace River. 100 acres at Chezzetcook, part of a shallow bay. 100 acres on N. E. side of Governor's Lake. A water lot on Bedford Basin. 100 acres at Ingonishe Bay. 300 acres on LaHave River. 100 acres on Sissiboo River. 100 acres on East branch Roseway River. Beach and Flats round Bear River Island, at mouth of Bear River.

October 8, " 11, " 14, " 6, " 4, " 15, " 16, " 11, " 16, " 4, " 12, " 19, August 20, Sept. 21, 1856. Deor. 28, 1858. March, October 9, " 16, " 21, " 19, " 20, " 20, " 26, " 22, 1857. Decr. 12, August 24,	100 100 100 An island 500 100 100 100 Small lot 100 100 100 100 100 100 100 100 100 100 100 200 160 100 100 100 100 100 100 100 100 100 100 100 100 108 100	Guysboro', Richmond, Lunenburg, Halifax, Annapolis, Guysboro', Do. Shelburne, Cape Breton, Richmond, Inverness, Do. Halifax, Lunenburg, Inverness, Richmond, Inverness, Lunenburg, Do Victoria, Lunenburg, Digby, Richmond, Lunenburg, Queen's, Shelburne, Inverness, Do. Lunenburg, Do.	Jacob Snow and another, William Cordeaux, Stephen Robar, Daniel McDonald, Sylv. Morton and another, Dominick and L. Boudrot, Andrew David and another, John Bower, John McRury, Colin Matheson, John Kingley, Michael Murphy, Alexander Fraser, Francis Zwicker, John McIntosh, Colin Matheson, Donald McIntosh and another, Lewis Arenburg, Wm. Ross, Allan and Rodk. McDonald, Nathaniel Cahoon, Henry C. Sabean, Edward Shaw, Jonathan Rafuse, Joseph Ford, jr. John and James Harris, Murd. McAulay, John Campbell, Josiah Rhodenheiser, Jacob Fancy,	For 100 acres on Eastern side of White Head River. A lot of Land at Lower D'Esousse. 100 acres on Aylesford road. Toper's Island, West side of White Island Bay. 500 acres on Porcupine Lake and Pony Lake. 100 acres rear of Molasses Harbour, 100 acres between 1st and 2nd Lakes License of occupation of an Island above Shelburne Bridge. A lot on Western side of Cow Bay road. 100 acres on western side of Cape Hinchbrook. 100 acres at Grand Annis. 100 acres 100 acres at Sheet Harbour. a small lot on road from Halifax to Lunenburg, a lot at River Inhabitants. 100 acres on Western side of Cape Hinchbrook. 100 acres at Grand Annis. 100 acres in New Germany. 100 acres ditto. 200 acres head of Brooklesby inlet. 160 acres in New Dublin. 100 acres on Cedar Lake. 100 acres on Lennox road. 100 acres on Aylesford road. 100 acres at Lake Falls. 100 acres on Hemlock Creek. 100 acres 100 acres at Whycoomah. 108 acres at Branch Settlement. 100 acres on Pleasant River road.
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Return of quantities of crown lands, &c.—Continued.

DATE OF PETITION.	NO. OF ACRES.	COUNTY WHERE LANDS LIE.	NAME OF PETITIONER.	SUBSTANCE OF PETITION.
1858.				
Sept. 18,	100	Richmond,	Archd. McDonald,	For 100 acres at Lewis' Cove, Bras d'Or Lake.
Octr. 28,	100	Guysboro',	Thomas Butler,	100 acres on Western side Gut of Canso.
" 29,	100	Hants,	Thomas Bond,	100 acres in Rawdon township.
" 30,	200	Inverness,	James Pringle,	200 acres North side St. George's Channel.
" 29,	100	Do.	John McDonald,	100 acres between head of River Inhabitants and river St. Deny's.
" 30,	100	Hants,	John McDonald,	100 acres on Tom cod Brook, Douglas.
" 30,	100	Lunenburg,	John H. Kaulback,	100 acres in Ohio.
March 23,	150	Cumberland,	Elisha DeW. Ratchford,	150 acres at Swan Creek.
1858.				
Novr. 2,	260	Inverness,	Hugh Rankin,	200 acres on Broad Cove shore.
" 3,	300	Colchester,	Thomas Durnford,	300 acres head of St. Andrews River.
Octr. 29,	100	Queen's,	Allan McDonald,	100 acres near Great Port Jolly.
" 20,	100	Do.	Alexander Harlow and another,	100 acres on Shelburne River.
Novr. 3,	Fishing lot	Victoria,	Alexander McKay and another,	a fishing lot at White point, Aspy Bay.
Octr. 29,	100	Queen's,	Maynard P. Freeman.	100 acres in Harmony.
" 20,	100	Do.	James McDonald,	100 acres near Great Port Jolly.
" 30,	100	Lunenburg,	Charles B. Owen,	100 acres on Aylesford road.
" 27,	100	Yarmouth,	Jonathan Crowell and others,	100 acres in Kemptville.
" 30,	200	Do.	George Gray,	200 acres about 2 miles from Kempt bridge.
Novr. 4,	100	Guysboro',	Charles LeBlanc and another,	100 acres
August 14,	100	Cumberland,	Peter Angevine,	100 acres east side of Wallace River.
Novr. 5,	100	Queen's,	William S. Jacobs,	100 acres.
" 14,	100	Guysboro',	John Crooks,	100 acres West side of Goose Island.
April 14,	404	Halifax,	Robert Rhodes,	404 acres in Little River settlement.
Novr. 4,	100	Shelburne,	Henry S. Sutherland and others,	100 acres on West side Hamilton's branch.
" 4,	100	Inverness,	John Gillis,	100 acres near S. E. Branch, Mabou.
" 5,	200	Cumberland,	James J. Jackson and another,	200 acres on Gulf shore.

Octr. 27,	100	Do.	John Bragg,	100 acres in township of River Phillippe.
Novr. 27,	100	Do.	Ditto,	100 acres ditto.
July 27,	100	Inverness,	Hugh and Donald Jamieson,	100 acres in 3rd range from Broad Cove shore.
Novr. 4,	100	Richmond,	Dociety Fougere,	Beaver's Island in Bras d'Or Lake.
Octr. 21,	100	Do.	Alexander McRae,	100 acres
Novr. 4,	175	Queen's,	John Norris and another,	175 acres on Malaga Lake.
" 5,	110	Do.	William S. Jacobs,	110 acres in Kempt.
July 27,	100	Inverness,	John McKinnon,	100 acres in 3rd range Broad Cove.
Novr. 6,	100	Digby,	George P. Sabean,	100 acres in township of Clare.
" 9,	100	Do.	Hiram P. Mayo,	100 acres on West branch Bear River.
Octr. 29,	100	Richmond,	John Matheson,	100 acres on Grand River.
Novr. 9,	100	Inverness,	Alexander McEachern,	100 acres on the Bras d'Or Lake.
Octr. 18,	150	Richmond,	Neil McLeod,	100 acres in rear of Soldier's Cove.
Novr. 11,	100	Annapolis,	James Nichol Ross,	150 acres on Port Medway River.
" 12,	100	Richmond,	Donald Neil Shaw and another,	100 acres in rear lands L'Ardoise.
" 13,	100	Do.	Marcel Fougere,	100 acres Sutherland's Harbour, Cape George, Bras d'Or Lake.
" 11,	100	Cape Breton,	Thomas E. Jeans,	100 acres on Little Bras d'Or road.
Sept. 24,	100	Do.	William Cusack,	100 acres on road from Sydney to Cow Bay.
Novr. 20,	100	Annapolis,	James Edward Whitman,	100 acres to the westward of the Albany lots.
" 20,	100	Guysboro',	Thomas Butler,	a lot in rear of Pirate Cove.
" 20,	100	Richmond,	George Forest,	100 acres on northern side of Grand-anse Lake, rear of Arichat.
July 22,	100	Colchester,	Alexander S. Hengley,	100 acres near east branch of Salmon river.
Novr. 22,	100	Halifax,	John Conrad,	100 acres on west side Petpiswick Harbor.
Novr. 19,	100	Colchester,	James D. Archibald,	100 acres in Upper Stewiacke.
" 22,	100	Cumberland,	Richard Black,	100 acres in township of River Philip.
" 4,	200	Lunenburg,	George Jodry,	100 acres on West River, Ohio.
" 24,	150	Victoria,	Alexander Taylor,	200 acres on north side St. Patrick's Channel.
" 20,	100	Colchester,	Eleanor B. Dickey,	150 acres near eastern line of Upper Stewiacke Grant.
" 15,	100	Guysboro',	James Drummond,	100 acres at Whitehaven.
" 18,	100	Do.	John & A. B. Feltmate,	100 acres head of White head River.
" 22,	200	Inverness,	Norman Mathison,	100 acres on road from Little Narrows to Lake Ainslie.
" 22,	200	Do.	Hugh McDougall,	200 acres rear of Long Point.
" 22,	200	Do.	Rodk. McDougall,	200 acres rear of Long Point.

Return of quantities of crown lands, &c.—Continued.

DATE OF PETITION.	NO. OF ACRES.	COUNTY WHERE LAND LIES.	NAME OF PETITIONER.	SUBSTANCE OF PETITION.
1858.				
Novr. 20,	100	Cumberland,	John Bragg,	For 100 acres township of River Philip.
" 29,		Cape Breton,	John L. Ingraham,	a three chain reserve, southern side of East Bay.
" 22,	100	Richmond,	Augustus Martell and others,	100 acres at L'Ardoise.
" 28,	100	Cumberland,	John Skidmore,	100 acres on Lake road.
Deer. 1,	100	Hants,	Jacob Miller,	100 acres at Douglas.
" "	200	Inverness.	Ronald McPherson,	200 acres in Upper Settlement, River Dennis,
Novr. 24,	100	Guysboro',	Isaac Rogers,	100 acres on western side Strait of Canso.
" 29,	100	Richmond,	Donald McLean,	100 acres west of Grand River.
" 29,	100	Do.	Job Sampson,	100 acres north of Grand River.
" "	100	Sydney,	Angus Gillis,	100 acres on the Back Settlement road,
Deer. 2,	100	Annapolis,	Christian Ernst,	100 acres
" 3,	100	Guysboro',	Edward Jordain,	100 acres on western branch, St. Mary's River.
" 3,	100	Digby,	Z. & E. Croscup,	100 acres near Sissiboo Lakes.
Novr. 27,	94	Richmond,	Patrick Maubourquet,	94 acres at Point Micheaux.
" "	96	Do.	Henry Sampson,	96 acres Ditto,
" 30,	100	Do.	Ephr. Prezent and others,	100 acres on road from L'Ardoise to Grand River.
Deer. 4,	100	Colchester,	Thomas H. Peters,	100 acres in Upper Stewiacke.
" 7,	100	Inverness,	John O'Connor,	100 acres at Lake Alah.
" 7,	100	Richmond,	John Keefe,	100 acres at Point Micheaux.
" 1,	102	Digby,	Ezekiel Dexter,	102 acres at Sissiboo River.
" 9,	100	Cape Breton,	Nathaniel Armstrong,	100 acres at Forchu.
" 11,	Fishing lot	Victoria,	John W. Burke,	a fishing lot at White point Inganiche Bay.
Novr. 22,	200	Inverness,	John McInnes,	200 acres south side of Long point.
" "	200	Do.	Donald McInnes,	200 acres at Long point.
Deer. 11,	100	Richmond,	Angus McCuish,	100 acres between Loch Lomond and Lake Uist.
" 8,	100	Do.	James McLeod,	100 acres on L'Ardoise road.
" 7,	100	Do.	Simon Pottie, juni.	100 acres at St. Peter's Island.
" 15,	100	Hants,	Andrew O'Brien, 2nd.	100 acres at Noel.
" 15,	150	Halifax,	George H. Starr,	150 acres at upper part of the Kollagg.

" 11,	200	Richmond,	Kenneth Matheson,	200 acres at L'Ardoise.
" 17,	100	Cumberland,	James H. Pratt,	100 acres on Moose River road,
" 12,	100	Richmond,	Roderick McLeod,	100 acres on northern side of Lewis' Cove road.
" 18,	100	Halifax,	Fras. Glawson,	100 acres on Salmon River.
" 15,	100	Richmond,	Murdoch McInnis,	100 acres on St. George's Channel.
" 16,	100	Do.	Donald McInnes,	100 acres Ditto.
" 14,	100	Do.	Philip McRae,	100 acres at the Sporting Mountains.
" 15,	100	Do.	Allan Cameron,	100 acres at St. George's Channel.
" 21,	100	Lunenburg,	Benjamin Zuick,	100 acres at Ohio.
" 16,	200	Pictou,	John Miller,	200 acres at the Garden of Eden.
" 21,	200	Cape Breton,	Michael Slattery,	200 acres on Louisbourg road.
" 18,	112	Queen's,	Alexander Cameron,	112 acres on Malaga Lake.
" 28,	100	Lunenburg,	Christopher Weinacht,	100 acres in New Germany.
" 21,	100	Richmond,	Allan McLean,	100 acres between Grand Anse and West Bay.
" 21,	100	Do.	John McLean,	100 acres near Grand Anse.
1858.				
April 19,	100	Lunenburg,	Ephraim Spidle,	100 acres in New Grmany.
1858.				
Deer. 20,	100	Inverness,	Hugh McLean,	100 acres between Whycocomah Basin & River Deny's.
" 27,	100	Guysboro',	Henry Avery and others,	100 acres on western side of Main road to Salmon River.
" 22,	100	Do.	Frederick and Edwd. Pebraine,	100 acres at Larry's River head.

SAML. P. FAIRBANKS, Commissioner crown lands.

Department of crown lands, Jan. 22, 1859.

No. 7.

CROWN LANDS REPORT.

*Department of Crown Lands,**5th February, 1859.*

SIR—

I have the honor to submit for the information of his excellency the lieutenant governor an account of the work of this department during the past year, and to add such information and suggestions, as my experience of its various duties lead me to believe will not be unacceptable.

The tabular statement which is annexed exhibits the number of applications for grants, as well as the number of grants issued in the course of the year, the former amount to 521, embracing 61,620 acres; and the latter 551, containing 78,231 acres. The number of grants exceed those of the previous year 145, and the number of acres 15,148. The applications have not been quite as numerous.

Upon reviewing the applications, they appear to have been generally made for settlement. The quantity limited in most instances to 100 acres, very few have exceeded two hundred acres, and those which have gone beyond, extremely limited in number, compared with other years—there has been no appearance of speculation.

The Island of Cape Breton does not exhibit quite as many applications—the number of grants exceeds the previous year 115. I may remark that there is a growing disposition to perfect their titles.

The gross receipts for crown lands amounts to £6265 19s. 2d. The amount re-paid upon registered petitions £1317 0s. 1d., leaving a balance of £4948 19s. 1d., to the credit of the province. From this balance, however, is to be deducted the following sums:

Paid to registers of deeds, recording grants,	£44	2	6
to Surveyors,	1455	12	4
for sundry incidental expenses,	357	14	2

leaving as nett amount for the year three thousand and ninety-one pounds ten shillings and nine pence.

The cost of surveys forms the heaviest deduction from the gross receipts, and the incidental expenses have been somewhat increased by labor connected with the mines and minerals under the late act.

MINES AND MINERALS.

In addition to the ordinary duties of the office, that of preparing necessary plans and organizing a system for the issue of licenses to search, and for working the mines by private individuals, have occupied a portion of the labor of myself and assistants. I have in accordance with instructions, provided proper books of entry and printed forms, for investing applicants with the power to carry on their mining operations, and I have reason to believe that they will not only prove convenient for reference, but tend very much to facilitate the work and simplify the mode of application and subsequent proceedings in the office.

The applications for licenses to search amount to 40, and those for licenses to work mines to the number of ten. Some have issued, and others are in progress.

There is but one suggestion I have to offer in connection with the subject, the propriety of some enactment to prevent unauthorized interference with these rights.

In passing from this brief view of the work accomplished, I feel it imperative upon me to ask the serious attention of government to the amount of work which is undone,
and

and has been accumulating for many years. I allude especially to the island of Cape Breton. The union of the two offices transferred a great number of petitions, of long standing, to be disposed of by my predecessors, the difficulty of dealing with them has been very great, and they continue a burthen not easily got rid of. I have had an estimate made of those which stand over, in consequence of no part of the consideration money having been paid, they number 151, I have also had a list made of those petitions upon which grants have been suspended on account of unpaid ballances, they number 179, showing a debt due to the province upon the latter of £1291. A much larger sum must be due upon the former. With the hope of stimulating the petitioners to perfect their titles, I furnished the surveyors with abstracts shewing the names and amounts due, but of all the old petitions I have only been able to recommend grants upon twenty-three.

With the current business of the year, and a correspondence occasioned by those heavy arrears involving the interchange of over two thousand letters, it appears to me impossible, without some temporary aid upon the spot, which I have not authority at present to command to overcome the evil I have described, it is not hower confined to those inhabitants whose petitions I have referred to. I am informed by the principal surveyor in my office, that in the four counties in the island there are not less than three thousand families who have no titles to the lands on which they are settled, and it is apparent that many are not conscious of the necessity of taking out grants. It is chiefly when some controversy arises between each other that they are moved to confirm their possessions. Out of these controversies arise a large share of the labour and perplexity which devolve upon me, and with every desire to decide impartially, it is often very difficult to obtain such evidence from a distance as will enable me to do so. Had it not been for the protracted illness of my predecessor, I have no doubt his experience and legal knowledge would have contributed to lessen the task before me, but the difficulties are increased by delay. As the early settlers are removed by death, it is perplexing at times to determine upon the parties best entitled to the grant, and again the number of claimants multiply the grantees, so as to affect the value of the land. I do not pretend to point out a mode of overcoming this unfortunate condition of the settlers, this I must leave for the consideration of the government, but I would respectfully refer to the journals of 1857, appendix 71, and other reports from the surveyor in the same volume for a corroboration of my statements.

In Nova Scotia proper, altho there are too many applications for land undetermined, and a considerable amount in arrears, I see little difficulty in disposing of them within a reasonable time. There appears to be about one hundred petitions detained for ballances unpaid, and from eight to nine hundred pounds due upon them. I may remark here that these arrearages were the fruits of the old system now abolished. No petition is now sent to a surveyor unless I am in possession of a duplicate receipt from the receiver general, or the party be entitled to a grant under the practice which obtained in Cape Breton when he took possession of his land.

As the policy of the legislature has heretofore tended to favor the settlement of the province, rather than to raise a revenue from the sale of the lands, I cannot doubt that it would be considered a judicious application of a portion of the amount now due in forwarding some judicious plan for confirming the possessions of the occupants of crown lands in Cape Breton, and thus remove that anxiety and unsettled feeling which must exist where they have no security in their property.

THE TOWNSHIPS.

I must also invite the attention of the government to the state of some of the townships, particularly that of Clements, in the county of Annapolis. Owing to the form of several of the early grants, the rights of the crown to a large extent are involved in considerable embarrassment, and complicated with the claims of parties under pretence

of title from the original grantees. It would lead to an inconvenient enlargement of my report, were I to relate in detail the operation of these grants, and how they affect the several interests involved. A number of applications for the purchase of lots within the township of Clements, are suspended for the want of some remedy which I think can only be afforded by the legislature. It appears to me that it would be a wise measure with reference to the latter township, to prevent the survey or the taking possession by parties under pretence of claims derived from the grant of 1784, of any lands which have not already been surveyed, or are already in actual possession—leaving those who claim to have a right to make their applications in future to the government, and giving also the right to those who are in possession to have their titles confirmed by grant, or by statute. Such a measure would at once determine the quantity of land and its position to which private individuals may assert a claim, and also that portion of the grant to which the government has an undoubted right. At the proper time I shall be prepared to explain the circumstances more particularly, and sustain the views I have adopted.

With reference to the difficulties in other townships they are not precisely of the same character, but they also involve rights of the government, difficult to define and enforce, unless with the aid of the legislature. The system of proprietor's committees, and their mode of dealing with the lands are replete with confusion, and tend to promote litigation. I must also defer my explanations upon the working of these townships for a future occasion.

Some of the representatives have urged upon me the consideration of this subject, and I have accordingly made such inquiries, and ascertained such facts as I think have an important bearing upon it.

With reference to the Clements township in particular, I beg leave to refer to the document herewith, which contains more fully my views.

RESERVATIONS FOR LIGHT HOUSES AND OTHER PUBLIC USES.

I have on a former occasion submitted for the consideration of the government, the advantages of vesting in the board of works all the lands necessary for light houses and other public uses around the shores of the province, and preparatory thereto that the several lines and bounds should be defined by actual survey. The superintendent of light houses in compliance with his instructions has furnished a valuable report in detail of all the lands now claimed under those heads, stating with tolerable accuracy the tenure under which they are held. These embrace about forty distinct properties—some in the form of reservations only—others under deed. In many instances the bounds are undefined, and access to them held only at the will of other parties. The obligation of protecting this species of public property appears to me to belong more properly to the board of works than to this department, but complaints of trespasses are continually made to me under the impression that all lands ungranted, although required for the use of the light house are under my protection. In the performance of his accustomed duty, the inspector of light houses can with more convenience and more effectually look after such properties, and if they are properly defined and by grant vested in the board of works, the trouble would be comparatively small. Under the authority I have already received, and with the information now before me, I shall direct the necessary surveys to be made, and hope ere long to be in a position to order the necessary grants to be made out. I may add in connection with this branch of my report, that frequent applications have been made for grants of Islands long resorted to by fishermen—forming as they do a convenient refuge in tempestuous weather, and for temporary occupation in curing their fish. These applications are not unfrequently met by remonstrances from the fishermen, and I have hitherto exercised great caution in dealing with them. It would put an end to no small amount of trouble and controversy, were a selection at once made of such Islands as are actually required for the accommodation

modation of the fishermen, or any other public use, and the title to them vested in the board of works.

INDIAN RESERVES.

Large and valuable tracts of land have at different periods been reserved for the use of the Indians now greatly reduced in numbers, in the hopes of inducing them to abandon their wandering habits and precarious mode of life for the quiet pursuits of agriculture. The late commissioner appears to have prosecuted very zealously the duties of his office, in looking after these lands, and in his endeavor to carry out the benevolent designs of the legislature, in improving if possible the condition of this distressed portion of our population. I think it must be apparent, notwithstanding all that has been done for them, that these efforts have worked a very little change for the better—a few families have settled upon the lands, but the greater number adhere to their old habits, whilst the great body of the reserves not only retard the general settlement of the country, but are entirely unproductive for the purpose they were designed.

These reserves being vested by law in the commissioner of crown lands, I have thought it my duty to give to the subject more than ordinary consideration. Independent of my duty to protect the interests of the Indians against any interference with their rights, and to recover possession of those portions of the reserves which have got into possession of other parties without authority. I have endeavored to ascertain whether it would not be more for their advantage to make sale of some of those lands, and to give them the benefit of the proceeds—and by some more practicable and well defined system, encourage them to become settlers in the neighbourhood of a river where they can combine both farming and fishing.

The following abstract gives the number of acres reserved in each county :

Halifax,	182 acres.
Hants,	2250
Colchester,	2500
Lunenburg,	2080
Queen's,	3160
Annapolis,	1700
Shelburne,	325
Cumberland,	1000
Sydney,	525
Victoria,	4500
Richmond,	1281
Inverness,	3724
Cape Breton,	2800

26673

amounting together to twenty-six thousand six hundred and seventy-three acres.

Some portions of these lands, especially those situate in the island of Cape Breton, are represented to be of very superior quality—and would command, if divided into lots, ten shillings per acre. In the county of Victoria, a number of valuable farms have been made upon them by intruders, with whom I have corresponded. They declared that they had no knowledge, when they took possession, that they were encroaching upon the reserve lands, and express their readiness to purchase them at a fair valuation, calculated when in an uncultivated state, but would be severe sufferers, were they removed without compensation for their improvements.

I feel that it would be difficult under the present system, to protect so large a quantity of land, and prevent further encroachments. I think the policy of retaining these lands in their present derelict state, is very questionable ; neither benefit to the public,

nor

nor to the Indians, is produced by it, and the benevolent purpose for which they were set apart has altogether failed.

Without entering very minutely into particulars, I beg leave respectfully to recommend—

First—That authority be given to compromise with such of the intruders as may be disposed to enter into a reasonable arrangement for the purchase of their possessions—and to perfect their titles to the same.

Second—That the like authority be given to sell such portions of these lands as are unoccupied by the Indians, and where it is not probable that any settlement would be formed by them—the proceeds of sales in all cases to be paid into the treasury, and to bear interest after a reasonable time from the payment; the interest accruing thereon to be applied in the first instance for the support of the indigent and distressed, and secondly in the way of encouragement to those who would become actual settlers, and abandon their roving habits.

To carry out these views, I beg leave to accompany these remarks with a bill which I think, would, if passed by the legislature, materially improve the present system, and it is hoped confer a greater amount of benefit upon that unfortunate class of our population, who have never been without the sympathies of the rest of the inhabitants, although it has been found very difficult to adopt their measures so as to improve their condition.

COUNTY AND TOWNSHIP LINES WITH THE ELECTORAL DISTRICTS.

The frequent communications I receive from the deputy surveyors and other inhabitants, of the obliteration of some of the county and township lines, and the want of well defined lines and bounds in others, induce me to call the attention of the government to the subject, and to urge the necessity of some legislative enactments to enable me to remove this evil, which occasions considerable embarrassment to the surveyors in the performance of their duty. The lines to which my attention has been particularly called, are as follows :

1. The line between Digby and Yarmouth, forming the northern line of Yarmouth township.
2. The line between Lunenburg and Kings counties, forming the southern line of Aylesford township.
3. The line between Pictou and Sydney, forming the township line between Antigonish, Arisaig and Maxwellton townships
4. The line between Pictou and Colchester, forming the township lines of Pictou and Earltown.

Many of the other lines will require to be retraced. Mr. Faulkner, the dep. surveyor, represents that the line dividing Halifax county from Pictou, is entirely obliterated; he also reports the same of the Pictou and Colchester counties—so that in his endeavors to protect the crown lands from trespassers, he found it impossible to determine in which of the three counties the trespasses were committed. Mr. R. A. Logan, another deputy, confirms the report of Mr. Faulkner.

It is doubtful whether in the island of Cape Breton the county lines have ever been run out. It is stated that no survey has ever been made dividing the county of Victoria from the counties of Inverness and Cape Breton. It is of great importance that this work should be speedily and carefully performed. I beg leave to submit the draft of a bill which I think would insure the correctness of the surveys, as it will throw the responsibility of them upon this department.

The subject of electoral districts does not properly come within the duties of my office, but it has been suggested to me, that for want of accurate descriptions prepared and certified by surveyors, there is considerable uncertainty as to their limits. If it be thought advisable to render the returns more certain, I shall be ready to carry out such instructions with reference to them as the government may issue.

SEARCHES AND PLANS.

There is at present no law which justifies my demanding fees for searches, or payment for copies of plans applied for in the office. There has been a practice heretofore of charging 1s. 6d. for a search, and a reasonable sum for plans; these have been paid in a few instances, but in others have been refused. My experience leads me to think that some charge ought to be made for those services, in order to prevent the unreasonable tax which is sometimes imposed upon the time of the clerks. The foundation of the earlier titles to lands are to be found in the crown land office. An inspection of the plans is frequently indispensable, and copies of minor plans have to be furnished, these require both time and considerably interfere with other duties. I propose that in all cases except where enquiries are made preparatory to an application for a grant, or relating to a grant in progress, the usual practice of demanding a fee for the search, and compensation for plans in proportion to the time and labor of copying them, be sanctioned—a correct account of all such charges to be kept, and the amount paid into the treasury every quarter. The draft of a bill giving this authority, I beg leave to submit herewith.

GENERAL REMARKS.

The short period which has elapsed since I entered upon the duties of my office, prevents my speaking from personal knowledge of the character and extent of the ungranted lands within the province. It will no doubt be satisfactory to his excellency to have some approximation to a correct estimate of these particulars, and I have to depend upon the aid of the principal surveyor of this department.

The area of the province including the Island of Cape Breton is calculated to contain from twelve to fifteen millions of acres in the proportions of three-fourths for Nova Scotia proper, and one-fourth for Cape Breton.

Of this quantity there remains ungranted in Nova Scotia 4,086,497 acres, and in Cape Breton 1,210,960 acres—according to last estimate which can be formed from the materials at command.

There are no very extensive tracts of land remaining in one body in the Island of Cape Breton, owing to the system of squatting which prevailed there some years since. Still, it may be alleged that much of the ungranted land, unappropriated, is of a good quality, very favorable for cultivation. Of the ungranted land in Nova Scotia, a large portion of it, especially as it approaches the southern shore, is unfit for tillage, and destitute of any valuable growth of timber.

A cursory review of the different counties will afford some particulars which have been compiled from the reports of the several county surveyors

ANNAPOLIS COUNTY,

Contains about 300,000 acres of ungranted lands—one-third of which may be considered suitable for cultivation and opened by roads judiciously laid out would attract settlers. These lands are situate principally south and west of Dalhousie Settlement—they are a good deal broken up by barrens and soft wood land—the latter valuable only for lumbering purposes—applications in this county have of late been principally for timber land. The surveys have been conducted so as to avoid the ridges of hard-wood, to be disposed of in regular farm lots as the progress of the population may require them.

DIGBY COUNTY,

Contains about 211,000 acres of ungranted land—a considerable portion of it is barren, and some tracts covered with an inferior growth of soft wood much injured by fires. There is a tract of good hard wood land, containing about 6 or 7,000 acres, situate on the upper waters of Sissiboo River, and on Grand Lake and Lake Uniacke. The soil though

though somewhat stony is said to be strong and productive. In this neighbourhood there are four or five squatters on crown lands, being the only persons of that description in the county.

YARMOUTH COUNTY.

There is much uncertainty as to the quantity of ungranted land and its quality in this county. It is said to contain much valuable timber land, but the back part of the county has not been much explored. In one section there are about fifteen families settled, who have no titles.

HANTS COUNTY,

Contains about 150,000 acres of ungranted land—principally comprised within four different tracts, viz., in the townships of Douglas and Kempt about 71,000 acres—in the townships of Windsor and Uniacke, adjoining Halifax county, 50,000 acres. Douglas and Rawdon about 24,000 acres—west of the Shubenacadie River but not in block about 5,000 acres—the locality last mentioned contains the best of the ungranted land within the county, and if surveyed and divided into lots would command a ready sale. The remaining portions have considerable barren spots, and that fit for cultivation is so isolated as to prevent a continuous settlement to any extent—there are in this county 25 families settled upon crown lands.

HALIFAX COUNTY,

Contains about 400,000 acres of ungranted land—principally situate from five to fifteen miles in land from the southern coast—with the exception of some knolls or hillocks of hard wood, principally small sized beech, the greater portion of this district is unfit for cultivation. There is however a tract of very fair quality situate near the head waters of Musquodoboit—Stewiacke East River of Pictou, and west branch of St. Mary's, containing about 10,000 acres which holds out encouragement for settlers. It is recommended that some portion of this tract might with advantage be laid out into lots—they would soon find purchasers—if the proceeds were expended in opening the necessary cross roads.

DOOLCHESTER COUNTY,

Contains about 84,000 acres of ungranted lands; rather more than one-third of this quantity might, with advantage to the county, be laid out into lots for settlement, provided a few cross roads were opened through it.

1st. On the high lands between the head waters of Stewiacke and Salmon Rivers, about 22 miles from Truro, say 20,000 acres. The railway as surveyed to Pictou, would pass through this tract. It is not of as good a quality as other tracts to be described, but is well covered with various kinds of timber, and has abundant water power which might be turned to profitable account.

2nd. About 4,000 acres south side Stewiacke River, two miles from the main road leading from Lower Stewiacke to Pictou, and within eight miles of the railway station at Lower Stewiacke.

3rd. About 5 or 6,000 acres near West Maccan road, north of Five Islands. This tract is superior in quality to any of the others, and should be regularly surveyed in lots of 200 acres, without delay, in order to facilitate the sale, and prevent individuals from occupying it without authority.

CUMBERLAND COUNTY,

Contains about 260,000 acres of ungranted land, one-fourth of which may be described as land capable of profitable cultivation. The remainder is reported to be good timber land. About 8,000 acres, extending in length eight miles from the east branch

branch of River Philip, westwardly to the Macan road, is the best block of land within the county. There is also along the southern shore of Chignecto Channel extending from ragged reef to Cape Chignecto about ten thousand acres, but not in one block—north of Leicester road on the Shinimicas River, there is also a block of good land containing 5,000 acres—and within the limits of the township of Amherst about 7,000 acres of like good quality—also in detached portions of the county about 30 to 40,000 acres of superior land for settlement. These various tracts should be rendered accessible to settlers by an early survey and subdivision into lots with corresponding roads. The want of established base lines which would be afforded by running out proper lines for roads, is a source of considerable embarrassment in the disposal of crown lands, and no doubt discourages applications. There are 44 settlers upon ungranted lands within this county.

PICTOU COUNTY,

Contains over 100,000 acres of ungranted land—a fair proportion of which, if surveyed, and roads laid out, would form good settlements. A considerable number of lots were surveyed some years since, but have not been applied for, in consequence of the difficulty of access to them—for want of convenient roads.

SYDNEY COUNTY.

There is no ungranted land in blocks of any extent in this county—detached parcels are still to be found, and at the disposal of the government. Thirty-eight families have each taken possession of lots averaging 200 acres, and are now occupying them without title.

KING'S COUNTY,

Contains about 120,000 acres of ungranted land, which is situate within the southern portion of Aylesford township—about one-half of this tract is reported to be covered with a fair growth of valuable wood—the remainder barren and lakes. There are various other tracts suitable for cultivation, but separated from each other by lakes and barrens—and the want of roads renders them inaccessible. There are also two good tracts of land at Lakes George and Paul—they were partly settled by squatters in 1842–3 and 4. In 1846, an officer was sent from this department to lay out those and other lots that had been squattered upon in the southern part of Annapolis county, principally at Pleasant Lake and Falkland Ridge—for want of necessary roads and the distance from older settlements—these localities have been almost entirely abandoned. There is likewise a tract of very valuable land suitable for agricultural purposes and of considerable extent, situate between the Aylesford and Sherbrooke road, which is worthy of the particular attention of the government, being required for the growing population of this prosperous county—a road laid out from the 12 mile bridge on the Aylesford road, running thence towards the Sherbrooke road until it intersects a point south of the Gaspereaux Lakes about ten miles southerly from Moore's mills would prove a great public benefit, and of still greater advantage if the line was extended so as to connect the Dalhousie road. The distance to Horton from those settlements would be very much shortened. The ridge of land thus opened for settlement would extend from six to eight miles, and give about 30 lots of 200 acres each with a frontage of a quarter of a mile.

COUNTY OF LUNENBURG,

Contains over 260,000 acres of ungranted land. Its general character is very similar to the lands lying in the southern part of Aylesford, being in the proportion of one-third fit for profitable cultivation—one-third adapted for lumbering—and the remainder lakes and barrens. The largest and most valuable block of good land within the county is

situate east of Gold River and Sherbrooke—extending north easterly to the county line of King's, Hants and Halifax—it contains over 100,000 acres. The distance from the centre of this lot to the railway station at Windsor, would be about eighteen miles. A road laid out from Rose Bank into Falmouth, and thereby communicating with Windsor, would open up from 20 to 30,000 acres of good land which would soon be applied for. This line of road would not exceed ten miles in length—Sherbrooke would profit materially by it, as it would bring that settlement into direct communication with Windsor. There is also a very extensive tract of ungranted land lying to the west of LaHave River, extending westerly to the eastern line of Queen's county—containing about 100,000 acres, the quality more adapted for lumbering than agriculture.

About 40 families occupy portions of the ungranted lands—their possessions averaging about 200 acres each.

GUTSBORO' COUNTY,

Contains over 300,000 acres of ungranted lands—a large portion however, very much broken up with barrens. Some portions however, are covered with good timber, particularly that section lying between Liscomb's Harbour and the West River of St. Mary's. Between the back lands of St. Mary's (east) and Country Harbour River, and bounded northwardly by the Sydney county line, there is about 25,000 acres of good land. It is quite accessible being surrounded on all sides by settlements—it only requires two short roads to open up this valuable tract for settlement. The next place within this county suitable for a farming settlement is a tract of about 30,000 acres lying to the west of McNair's Cove, and north-west from Manchester. The new line of road from Manchester to McNair's Cove will open up part of this tract, and a branch road connecting it with the Antigonishe and Guysboro' road would open up at least one-half of this tract, so that farm lots might be laid out for settlement. The remaining land are in detached parcels.

There are 120 families squatted upon the crown lands in this county, occupying upon an average 200 acres each—value if paid for between two and three thousand pounds.

SHELBURNE COUNTY.

The ungranted lands may be estimated at 190,000 acres—a large portion of which is rocky and sterile—about one-fourth valuable for its wood. It is reported there are eight families settled on crown lands. The applications for grants have been principally confined to the lumbering districts.

QUEEN'S COUNTY.

At a rough estimate the ungranted lands number about 100,000 acres, the proportion of barren lands is very large, and its general character similar to that of Shelburne. The most valuable timber lands have become private property—and the applications for grants generally confined to detached portions which have formally been overlooked. Twelve families are occupying crown lands. I beg leave to recommend that in this as well as in all the other counties, where the crown lands have been intruded upon that the occupants be notified to take out grants or surrender their possessions, it would give a check to others.

ISLAND OF CAPE BRETON.

I have before referred to the unsatisfactory state of this island, with reference to its titles. The ungranted lands are estimated to be over one million of acres, two thirds of which may be regarded as of good quality, well suited for cultivation. If the number of squatters be correctly given, and the source appears to be reliable, there must be from five to six hundred thousand acres in their possession, representing at the usual cost upon the smaller estimate the sum of £55,000. Some of these are no doubt entitled

entitled to grants under the act of 1854 upon the production of their receipts or other evidence, but the greater portion are liable at the customary rate. It is difficult in dealing with such a description of settlers to advise any plan which would be entirely successful—many are too poor to pay. At the same time it must be obvious how prejudicial it must be to the best interests of the province, and to the individuals themselves, to sanction any longer the confusion and controversies which are daily exhibited in consequence of the uncertain tenure by which those lands are held. There is no motive to labor when the fruits of it are insecure; there is no hold upon the people when they have no certain hold upon the property which gives their families support—they are easily persuaded to leave for another country, and there is no lack of efforts to induce them to do so; and above all, they are deprived of the power of transmitting to their children the lands which have grown valuable by their industry. I dwell with more earnestness upon this branch of my report, in consequence of the experience I have had of some of the numerous evils which have flowed from permitting this matter to remain so long unsettled. Since the union of the offices, much has been done to prepare the way for some well considered plan of operation. Surveys and plans have been made, and considerable evidence accumulated, which will tend to facilitate the labors of those who may be charged with so important a duty, as that of settling and quieting the possessions of a numerous and valuable portion of our population. It will afford me very great pleasure if I can be in any way instrumental in furthering so desirable an object.

I have thus endeavored to call attention to the most prominent subjects connected with this department, and hope my views will be received with indulgence by the government.

I have the honor to be,

Sir,

Your obedient servant,

SAML. P. FAIRBANKS,
Commissioner crown lands.

The hon. the PROVINCIAL SECRETARY.

Table setting forth the number of applications for crown land in Nova Scotia, and number of grants passed, for the year ending 31st December, 1858.

COUNTIES.	No. of applications.	Acres applied for.	No. of grants.	Acres granted.
Annapolis,	16	3400	38	16271, 3 fishing and 3 water lots.
Colchester,	11	1550	11	1206
Cumberland,	41	4664	30	3981
Digby,	19	1902 and 1 water lot.	20	2279, 2 water lots.
Guysboro',	33	3350	24	2645
Halifax,	34	3529 5 water lots and 1 island.	57	5295, 1 small lot, 1 island, 13 water lots.
Hants,	6	1000	14	2924
Kings,	2	230	3	400
Lunenburg,	53	5553	74	8919, 1 water lot, 1 small lot.
Pictou,	8	900	10	1115
Queen's,	23	2497	18	2650, 2 water lots.
Shelburne,	15	1800, and 1 island,	18	2625, 9 water lots.
Sydney,	11	1000, and 1 water lot,	8	709, 1 water lot.
Yarmouth,	10	1150	8	709, 1 water lot.
Cape Breton,	29	3375, and 1 water lot,	34	4652, 1 water lot, 1 small lot.
Inverness,	74	10900	71	8826
Richmond,	101	10605, 1 water lot, 1 island,	98	10471, 1 water lot.
Victoria,	35	4215, 1 water lot, 2 small lots, 2 fishing lots,	16	2554
	521	61620 acres, 10 water lots, 2 fishing lots, 2 small lots, 3 islands.	551	78231 acres, 34 water lots, 3 fishing lots, 3 small lots, 1 island,

CLEMENTS TOWNSHIP.—REPORT.

The grant covering this town-hip comprehend 82,000 acres. It is dated on the 20th February, 1784—and is made to George Sutherland and 240 others—that is, to the extent of 48,300 acres out of the 82,000.

Although the grant specifies the number of acres to each grantee, it makes no reference to any plan of subdivision—nor is it possible to determine from the grant any spot specially located to each—the whole tract of 48,300 acres is vested in them as tenants in common.

Very soon after the date of the grant, parties who are included within it, took out separate grants for their respective quantities—amongst others George Sutherland the first named grantee—from which I infer that they considered the first grant defective, either in not defining the several lots or inoperative for want of a partition under the act of 7 and 8, Geo. 3, for the partition of lands held in common.

I have enquired at the prothonotary's office, but cannot find any record of a partition of the township of Clements, and I am inclined to believe that proceedings for that purpose

purpose were never taken—the difficulty of complying with the terms of the act was felt at an early period.

In this office there is a plan of the township of Clements, by John Harris, junr., surveyor, from surveys made in 1783–4 and 5. Upon this plan are designated the names of many grantees both in the earlier and later grants—with the numbers of their lots, but many of the lots laid down are without numbers or names.

It may be assumed that many persons named in the grant of 1784 entered into possession under the plan—and in all probability as was the custom in other townships, took possession of lots, and run them out to the extent specified in connection with their names—and probably where the original grantee did not take up his rights, his descendants may have done so, and thus a large portion of the 48,300 acres be absorbed, but at the same time not improbable that other rights were not taken up, and with the difference between the 48,300 acres and the 82,000 acres, still remain at the disposal of the crown, deducting however such quantities of land as have been subsequently granted.

It would be difficult without incurring a heavy expense to determine what lands are occupied in the township, and what remain to be granted—but it is important to put a stop to the appropriating lands now unoccupied, or which have not been actually surveyed for the original proprietors or their assigns, and that the government should exercise such a control over what remains, that the settlement of the county may be advanced, and the impediments removed, which are frequently arresting surveys ordered by this department. The surveyor for the county is continually complaining of the difficulties which interfere with his duties.

The only remedy I can suggest for the foregoing difficulties is to prohibit by a legislative enactment, the running out or the taking possession by any parties under pretence of claim derived under the grant of 1784, of any lands which have not already been surveyed, or are not already in possession of parties under color of title. This would put a stop to the practice which now prevails of taking possession of lands by individuals assuming to be descended from, or the assigner of the original grantee, or those claiming right under them—it would leave them to make their applications in future to the government, whilst it would not interfere with other applications, nor the surveyor in carrying them out—it would leave untouched all those who are actually in possession, also at liberty to apply for grants of confirmation—and it would avoid all the trouble attending an investigation into the claims of actual settlers—in fact it would give to the government a control over that part of the township only which is undisputed—freeing the surveyor from much trouble and uncertainty. I would recommend also a clause removing all doubts as to the right of granting the water below high water mark—a doubt raised by some of the inhabitants, although the right is clearly in the crown.

Herewith are two letters from the principal deputy surveyor of the county.

SAMUEL P. FAIRBANKS, comm'r. crown lands.

Department crown lands, 25th March, 1858.

Halifax, Nov. 24, 1853.

DEAR SIR—

I beg leave to enclose to you petition of John W. Balcomb, with return of survey.

By what you said last evening, I understood that it is your intention to submit to the government the general question of the validity of the Clements grant, in the first place, and afterwards the case of John H. Potter and W. B. Perkins. But if this case be brought before them*at the same time with the general question, I should wish you to

to give me an opportunity to write to Mr. Potter, who will probably furnish evidence that may have an important bearing on the case.

Lots within the limits of that grant may be regarded, as it were, in three different classes :—1st. Lots occupied, and under buildings and extensive cultivation. 2nd. Lots with no buildings, and with little or no improvements, but over which particular persons exercise jurisdiction, and claim as their property. 3rd. Lots which are unimproved, and claimed by no particular individual, but are the common ground of trespassers.

Some of the occupiers of the first class of lots, I have heard express a desire of obtaining a more undoubted title by taking out new grants, in order to enhance the value of their lands, provided the government would give them for the same amount of money that grants were given for at and for some time subsequent to the date of the Clements grant.

The claimants of the second class of lots will, no doubt, very readily apply for grants under the present system, if the government cannot declare their present titles perfect. Some of them hold by deed from parties who took possession of the lands under the pretence of having purchased from some one or other of the persons named in the grant. There are indications of their becoming more and more the source of quarrelling and litigation, unless the title under which they are at present claimed be declared either perfect or insufficient.

There is a considerable amount of land belonging to the third class of lots, much of which is fit for cultivation, and covered with valuable timber.

With regard to lots claimed under this grant, it appears to be a very difficult matter to show the connection between any particular lot and the grant.

I am, dear sir,

Your obedient servant,

ALEXANDER CAMPBELL,

P. D. surveyor, Annapolis Co.

W. A. HENDRY, esq., deputy commissioner crown lands.

Bridgetown, March 8, 1858.

SIR,—

I beg leave to call your attention to the desirableness of my being put in possession of correct information relative to the state of lands within the boundaries of the grant of the township of Clements. There are two questions connected with that old grant, respecting which I applied repeatedly, but in vain, to the land office for correct information. These questions are—Can any of the unoccupied lands within the boundaries of Clement's grant be legally granted? Does that grant—any more than grants in general throughout the province—cover any of the space beyond the line of high water at ordinary tides?

The want of proper information on these questions has frequently subjected me to much trouble and annoyance. It is felt as a great grievance that the crown land department cannot furnish such information, especially as there are several water or wharf lots, and a large amount of unoccupied land, which people are anxious to purchase from the government, if they can get a legal title. If the department cannot give reliable information on these questions, would it not be proper to bring the matter before the legislature?

I have the honor to be, sir,

Your obedient servant,

ALEXANDER CAMPBELL,

P. D. surveyor.

S. P. FAIRBANKS, esq., commissioner crown lands.

No. 8.

RECORD COMMISSION.

The second report of Thomas B. Akins, appointed by his excellency the lieutenant-governor, on the 29th day of May, 1857, to be commissioner of public records under a resolution passed in the house of assembly on the 31st day of April in the same year, as follows:—"That his excellency be respectfully requested to cause "the ancient records and documents illustrative of the history and progress of "society in this province to be examined, preserved and arranged, either for refer- "ence or publication, as the legislature may hereafter determine, and that the "house will provide for the same."

To his excellency the right honorable the EARL OF MULGRAVE, lieutenant-governor and commander in chief in and over her majesty's province of Nova Scotia and its dependencies, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY,—

Soon after the prorogation of the legislature in May last, I resumed my labors in accordance with the resolution of the assembly on the record commission, passed on 22nd day of April last.

A large mass of papers separated and assorted in boxes last year, for future examination, were taken up. The examination of and selections from these papers, with the documents appertaining to both branches of the legislature contained in the closets of the speaker's room and the small council chamber, together with the Downing street correspondence from 1800 to 1834, constituted the chief part of the work of the past year.

I have been enabled with the help afforded by one permanent assistant, to examine and select from these documents the contents of sixty-nine folio volumes. These volumes have been all set up and bound, and sixteen of them have been copiously catalogued. In selecting the contents of these sixty-nine volumes, upwards of 20,000 documents of various descriptions have passed through my hands, from which about eleven thousand have been selected to be bound up into volumes, the remainder have been placed in boxes, with a view to their being eventually catalogued in bundles and put in a condition for future reference—a labor which could not be accomplished this year. Those, however, in the archives of the assembly, though very numerous, were found in such a state of arrangement as to have very much facilitated the work of selection. Their arrangement has not been interfered with—the bundles having been returned to their respective places after the papers selected had been removed.

The labors of the previous year had brought the investigation down to about the year 1785. As it appeared to be the wish of the legislature to expedite these researches as much as possible, chiefly with a view to curtailing expense, I have, (not without considerable exertion) brought down my selections from the period above mentioned to the year 1834: after which date all papers have been classed as modern, and, with few exceptions, not within the scope of my inquiry.

I may also mention as part of what has been done during the present year, the arrangement of several thousand marriage license bonds, taken at the secretary's office on the issuing of marriage licenses, extending over a period of about eighty years. No register of marriages having been kept in the secretary's office, these bonds are the only record of the license having been issued, and as such may be of considerable importance. The collection and arrangement of these papers, in consequence of their great numbers and scattered condition, have caused much trouble and labor.

Keeping in view the directions of government and those of the assembly in regard
to

to strict economy, I have employed but one permanent clerk during the year that has passed. The assiduity and diligence afforded by this gentleman, together with the occasional help of two others, as the work became pressing, has enabled me to accomplish much at a comparatively trifling expense.

The confused state of a great part of the public papers, and the difficulties attending on their being brought together with the frequent delays inevitable in obtaining access to some when required, precluded the possibility of bringing the work to a completion during the present year.

My desire to press forward the commission to a close, may be estimated by what I have actually accomplished, and I am happy to inform your excellency that the heaviest part of the duty has been got through, and that which remains, consists principally in completing catalogues and indexes to the papers selected.

The work remaining to be done, is as follows:—

First —The papers connected with the census of the province, taken at various periods, between 1765 and 1851. Many of these valuable documents which tend to exhibit the progress of the country have been lost, and others, particularly those of 1817, and 1828, partially destroyed by damp, having been for years lying in the cellar of the province building. They have now been carefully collected and arranged, but time did not permit of their being bound up and catalogued. With respect to these papers, I feel desirous that further searches should be made for the missing portions, in order to complete the series as far as possible.

Second —Three or four boxes containing papers connected with the granting of crown lands in this and the neighboring provinces of New Brunswick and Prince Edward Island at an early period—consisting of petitions, warrants of survey, plans, drafts of grants, &c. These papers being very valuable, and likely to be the subjects of future reference, require to be made up properly in bundles, and a catalogue of the contents of each box prepared, to render them accessible.

Third.—The papers belonging to the secretary's office, from which selections have been made—contained in several large boxes. They have reference chiefly to local subjects, and should also be arranged in bundles in order of time and catalogued.

Fourth —The ancient criminal records from 1749 to 1775 are among the papers which have fallen into my hands. They were scattered about the province building, but have been gathered up and placed in boxes, and deposited in the law library. These with the papers of the court of error, marriages and divorce, escheats and forfeitures of land, and the proceedings under order of governor and council for the sale of intestate estates, all require to be looked after, being in a state which almost preclude reference. There does not appear to have been any minute book kept of the proceedings of those courts which consisted of the governor and council, and the original papers effect the titles of property to a very considerable extent, and require immediate attention.

Fifth —A box containing the records of the Island of Cape Breton, from 1785 to the period of the annexation were sent up from Sydney, under the order of government, and placed in my hands in November last. I have given a partial examination, but time did not permit of my examining them closely, and arranging them this year.

In accordance with the resolution of the legislature, I have drawn up a list of the documents required to complete our files, which are expected to be procured from the state paper office in London, which your excellency has transmitted to England. No doubt a considerable accession to our archives can be obtained from this source, including several ancient surveys and plans of the town of Halifax, not to be found in the province. I have also to mention that in the pursuance of the same resolution, the books found missing from the public offices have been advertised for, and a copy of the advertisement will be found hereto annexed.

The necessity for the publication of a portion of our historical papers has been constantly forced upon my attention as the work of the commission progressed. The resolution

resolution of the assembly embodied in the report of the committee on the record commission last session, suggests that “when the work is completed, the whole should be examined by a committee, who should decide whether the whole or any part of the arranged documents should be published.” The selections required are now complete, and with a view to this object, in order that your excellency and the legislature may be better enabled to judge of the propriety of a partial publication, I have caused extracts to be made from the books and papers in possession of government on one subject, that of the removal of the Acadian French from this country in 1755,—a subject which has of late occupied the attention of writers both in England and America, and on which much has lately appeared in condemnation of the course pursued by the government of that day. The papers extracted, throw some additional light on this interesting subject, which has now become matter of American history, and for the credit of the province, all papers that may in any way discover the motives, views and conduct of those engaged at that period in the settlement of the country, and which may tend to contradict or explain partial statements, or put in a new light, transactions hitherto considered harsh and cruel, should be given to the public. The foregoing with a few other papers of historical interest connected with the conquest of this continent from the French, and the Indian hostilities, with several important documents in a partial state of decay, are all I should feel justified in taking the liberty of suggesting for publication at present. They all could be contained within the compass of an ordinary sized octavo volume, and would be a specimen of what might be hereafter done.

THOMAS B. AKINŠ,
Commissioner of public records.

Halifax, February 8th, 1859.

A LIST OF BOOKS COMPLETED BETWEEN 1ST MAY, 1858, AND JANUARY 26TH, 1859.

Despatches from the secretaries of state to the governors of Nova Scotia, from 1800 to 1833, inclusive, occupying ten volumes folio :—

1st volume,	from 1800 to 1806.	
2nd ditto	1807 to 1810.	
3rd ditto	1811 to 1814.	
4th ditto	1815 to 1820.	
5th ditto	1821 to 1823.	
6th ditto	1824 to 1826.	
7th ditto	1827 to 1829.	
8th ditto	1830,	
9th ditto	1831 to 1832.	
10th ditto	1832 to 1833.	
11th ditto	Index to the above.	11 volumes

Papers selected from the archives of her majesty's legislative council, in five volumes folio :—

1st volume,	from 1760 to 1790.	
2nd ditto	1791 to 1809.	
3rd ditto	1809 to 1815.	
4th ditto	1816 to 1822.	
5th ditto	1823 to 1829.	5 “

Papers selected from the archives of the house of assembly, consisting of nine volumes folio :—

1st volume, from 1758 to 1737.	
2nd ditto 1788 to 1800.	
3rd ditto 1801 to 1809.	
4th volume, from 1810 to 1814.	
5th ditto 1815 to 1818.	
6th ditto 1819 to 1822.	
7th ditto 1823 to 1825.	
8th ditto 1826 to 1827.	
9th ditto 1828 to 1831.	9 volumes.

Papers relating to the town of Halifax, contained in three volumes folio :—

1st volume, from 1754 to 1828.	
2nd ditto 1817 to 1836.	
3rd ditto 1836 to 1839, including papers of the Shuben- cadie canal.	3 “

Papers relating to the island of Cape Breton since its annexation to this province in 1820 to this province, with a few papers of a previous date, contained in five folio volumes :—

1st volume, from 1786 to 1823.	
2nd ditto 1824 to 1827.	
3rd ditto 1828 to 1829.	
4th ditto 1830 to 1833.	
5th ditto 1833 to 1835.	5 “

Papers relating to churches of England and Scotland, church and school lands, &c., in 2 folio vols.,

2 “

Papers relating to and connected with the several Negro emigrations and settlements :—1 volume in folio, in addition to the three made up last year,

1 “

Royal instructions to governors—3 vols. folio :—

1st volume, from 1729, Annapolis government, to 1756 at Halifax.	
2nd ditto 1756 to 1790.	
3rd ditto Modern.	3 “

Papers relating to Sable Island, contained in two folio volumes,

2 “

School papers, returns, &c., 1 folio,

1 “

The English estimates relating to the province of Nova Scotia, from 1749, 1 folio.

1 “

Papers connected with prosecutions, treasons and seditions, from 1749 to 1786, 1 vol. folio.

1 “

Modern papers relating to crown lands in Nova Scotia, 1 vol. folio.

1 “

Correspondence, consisting of letters from the governors of other colonies to those of Nova Scotia, modern, 1 vol. folio.

1 “

Correspondence with the United States of America, modern, 1 vol. folio.

1 “

Copies of ancient acts of parliament sent out in sheets from the board of trade previous to 1799, bound up in 1 folio vol.

1 “

Miscellaneous papers of the province of Nova Scotia, bound up in 19 folio vols., entitled Colonial manuscripts. The two first volumes of this series were set up last year—those of the present year commence at vol. 3 :—

Vol. 3rd, from 1751 to 1791.	
4th, 1783 to 1787.	

Vol.

Vol. 5th, from 1788 to 1806.	
6th, 1807 to 1811.	
7th, 1812 to 1814.	
8th, 1814 to 1816.	
9th, 1817 to 1819.	
10th, 1820 to 1821.	
11th, 1821 to 1822.	
12th, 1823 to 1824.	
13th, 1825 to 1826.	
14th, 1826 to 1827.	
15th, 1827 to 1828.	
16th, 1828 to 1830.	
17th, 1829 to 1830.	
18th, 1831.	
19th, 1832 to 1834.	19 volumes.
Catalogues prepared, 2 volumes folio,	2 “

Chest No. 1.—Containing original grants of land charters, commissions, pardons under the great seal, a number of deeds and other original documents—of which full catalogues have been prepared.

Chest No. 2.—Containing the original commission to governors, rolls of state oaths; portfolio containing Indian treaties, and other documents on parchment, made up last year; also addresses to governors and other original documents—of which a full catalogue has been prepared.

Box No. .—Containing ancient books of the general court, the first books of the court of admiralty in 1750, government lottery books, and the original account books of the treasurers of the province to 1785—all catalogued.

These catalogues occupy 1 volume folio, 1 “
 ————
 70 “

Books set up and bound during the previous year.

6 folio volumes of despatches from the board of trade to the governors,
 from 1748 to 1799, including index, 6
 Other colonial manuscripts on various subjects, 14—20 “
 ————

Total number of bound volumes including volumes of catalogues completed
 from the commencement of the work in May, 1857, to Jan’y, 1859, 90 volumes.

27 of these volumes have been copiously catalogued, as also the contents of 3 large boxes containing parchments, &c., the documents not bound up into volumes.

There are upwards of 48 volumes which require full catalogues or indexes, and 15 others of which concise lists of their contents should be made.

PUBLIC RECORDS MISSING.

The following books and records have for some years disappeared from the public offices, and the legislature last session, in adopting the report of the committee on the record commission, directed the same to be publicly advertised :

1. The original register of the settlers who came with governor Cornwallis in 1749, lately

lately among the records of the admiralty court, supposed to have been taken from the late Mr. Scott Tremain's office during his illness.

2. An old French registry of marriages, &c., at Annapolis previous to 1748.
3. A book containing the proceedings of the society for promoting the gospel at Halifax, about 1760.
4. The original letter book of Governor Cornwallis, 1740 to 1763.
5. Original letter book of Governors Hopson and Lawrence.
6. Original letters from General Wolf to governor and others at Halifax during the siege of Quebec.
7. Council books at Annapolis from 1720 to 1718.
8. Manuscript accounts of late Titus Smith's tour through this province about the year 1801.

Any information which may lead to the recovery of the foregoing will be thankfully received at the secretary's office, and be handsomely rewarded.

A statement of the expenses incurred by the record commission, between April, 1858, and January, 1859.

James Farquhar, clerk, his salary,	£100 0 0
Andrew McKinlay's account for stationery,	6 6 10
Colin McKenzie, for work done,	6 15 0
Robert Wilson, making catalogues and indexes, &c.	20 13 9
J. Venables and others for labour,	2 4 7
Freight of box from Cape Breton, truckage, &c.	0 10 3
Fuel and truckage,	2 8 3
Advertising public records missing—Colonist office, 27s. 6d.; Chronicle, 22s. 6d.; Express, 27s. 6d.; Acadian Recorder, 17s. 6d.	4 15 0
John Bowes' account for binding,	9 15 9
Henry Sutton, ditto,	5 13 6
George Phillips, ditto,	15 17 6
A. Grant's account for stationery,	0 15 10
Mr. Compton's account for binding,	6 5 0
Sundry charges for copying; labels for books, &c.	9 17 0
Claimsmade on the commission by another department for fuel used during the winter of 1857,	2 0 0
	£193 18 3
Amount advanced from the treasury,	134 7 3
	£59 11 0
Balance unpaid,	£59 11 0
Amount advanced to commission, £160 0 0.	
Total expenditure, £353 18 3.	

No. 8. [b.]

RAILWAY EXTENSION.

MR. LAURIE'S REPORT AS TO EXTENSION OF THE RAILWAY FROM TRURO TO PICTOU.

*Nova-Scotia Railway,
Engineer's office, Halifax, March 15th, 1859.*

SIR—

I have the honor to submit for the information of his excellency the lieutenant governor, the following report upon the surveys made for the continuation of the railway from Truro to Pictou

By the original act of the legislature authorizing the construction of railways in Nova-Scotia, passed March 31st, 1854, it is provided as follows :

“Whereas the construction and maintainance of a trunk line of railway from the harbor of Halifax to the frontier of New Brunswick, with branch lines extending to the harbor of Pictou and to Victoria beach, will greatly facilitate the internal trade of Nova-Scotia—will develop her resources, enlarge her revenue, and open more frequent and easy communication with the neighbouring provinces and States :

Be it enacted by the governor, council and assembly, as follows :

1. The lines of railway to be constructed under the provisions of this act, shall be public provincial works, and shall be made on such grades, and in such places as the governor in council shall determine and appoint, as best adapted to promote the general interests.

2. The line to be first completed, shall be that which, beginning at the harbour of Halifax, and extending therefrom in a northerly direction, will form a common trunk for the lines to be hereafter made under the provisions of this act.

3. After the common trunk shall have been so completed, the railways shall be carried on in such direction as shall be approved of by both houses of the legislature, and shall be designated by an act of the province, or by resolutions entered upon their journals, and communicated by address to the governor.”

Under the authority above stated, the railway has been completed from Halifax to Truro, a distance of 61 $\frac{2}{10}$ miles, with a branch to Windsor of 31 $\frac{8}{10}$ miles ; and the surveys now made are with reference to extending the road to Pictou.

Were the best line only looked for from Truro to the town of Pictou, without reference to other connections, the features of the country are sufficiently marked to indicate where the fewest natural obstacles would be encountered. Salmon River enters the Cobequid Bay at Truro and the West River falls into the harbor of Pictou. The head waters of these streams interlock, and they form a line running nearly in the required direction. But there are other interests to be kept in view. It is desirable to obtain a route which would form a portion of the railway line to New Brunswick as well as to Pictou. It is important to connect with the Albion coal mines, and afford accommodation to New Glasgow, and to the large population on the east side of the harbor of Pictou, and it is important to have access to deep water accessible to steamers and shipping.

To accommodate these several interests satisfactorily, with the least length of railway, and at the smallest cost, is the problem to be solved in selecting the route.

The Cobequid range of hills extends from Cape Chignecto, on the Bay of Fundy, to Mount Dalhousie and Mount Thom, at the head waters of the Salmon and West Rivers.

This range of hills belongs to the granitic formation, and has a general altitude of 600 to 1000 feet above the level of the sea. On the eastern side of the Salmon and West Rivers the same formation prevails, and extends to the Gut of Canso, but with reduced elevation, forming generally the dividing ridge between the waters flowing into the Atlantic from those flowing into Northumberland Straits. Any line of road from Truro to Pictou must of necessity cross this range or dividing ridge.

At the sources of the North and Salmon Rivers there are gaps or depressions connecting with the Nabiscump River and River John; and at the sources of Irvine's brook and of Black River, tributaries of Salmon River, there are also depressions connecting with West River affording practicable routes for a railway.

Various surveys have heretofore been made for both the trunk line to New Brunswick and the Pictou branch. Major Robinson's surveys of 1848 were confined to a trunk line, from an eastern port on the sea board, running through Nova-Scotia and New Brunswick to Quebec. This line crossed the Cobequid hills by the valley of the Folly River, in the township of Londonderry, attaining its summit level 600 feet above tide at the lake from which that river flows. Truro is the nearest point that this line approaches to Pictou.

Beatty's surveys of 1853 were made with reference both to the trunk line and a branch to Pictou. His trunk line followed the Salmon River valley, and crossed the Cobequid hills in the township of Earltown, near McDonald's lake, at an elevation of 506 feet above tide water; and his explorations for the Pictou branch were made on both sides of Mount Thom and by the Middle River to the harbor of Pictou. Much expense was incurred in making these surveys, and it is to be regretted that little benefit can now be derived from them, the results being in possession of Mr. Beatty's employers; and of the surveys made subsequently at the expense of the province, the data collected was not sufficiently minute to afford the requisite information for making an estimate of cost, or establishing the location of the road. It has therefore been found necessary to resurvey over the same ground in many cases.

Route No. 1.—Commencing at Truro, the first route surveyed followed the North River valley. If a feasible line had been found in this direction, it would have accommodated the trunk line to New Brunswick and the branch to Pictou as far as the summit or dividing ridge of the Cobequid hills, a distance of about 15 miles. No serious obstacle is met with on the first seven miles, but beyond this the ascent is quite rapid, and the lateral streams entering the river form a succession of deep and wide ravines, requiring much heavy cutting and embankment. The summit near Bryan Lynch's was found to be 748 feet above tide, and could only be overcome by an average grade of nearly 80 feet per mile for five miles in length; while the descent to the crossing of Waugh River on the other side of the ridge, was found to be 297 feet in a distance of $1\frac{3}{4}$ miles. It was the intention to have continued this line by way of the Nabiscump River and River John to Pictou, but the obstacles at the summit proving so serious, it was abandoned.

Route No. 2.—follows the Salmon River valley. For the first six miles from Truro the ground is favorable. Beyond this the valley contracts, and for a distance of several miles is bounded by steep and rocky banks, which in some cases present an almost perpendicular face of 50 to 80 feet, confining the railway to the margin of the stream, and at several places from the sudden bending of the river, in order to obtain a moderate degree of curvature, it is necessary to cut through points 40 to 60 feet in depth. The rock however is of an easy character to excavate, and would afford good material for forming the embankments where they are exposed to the action of the river.

At the junction of Black and Salmon Rivers, 10 miles from Truro, the banks also are steep, and heavy work is required, thence to the junction of Irvine's brook, 3 miles, no obstacle is encountered. To this point the route is substantially on Beatty's survey for the trunk line. Hence it follows Irvine's brook, the banks of which for some distance

tance are quite precipitous, and passing to the north of Mount Thom, over very favorable ground in the vicinity of the post road, reaches the summit near J. Reid's. This summit is 21 miles from Truro, and 656 feet above tide water. Hence, descending, the line encounters very uneven and broken ground, for a distance of five miles, then passes $1\frac{1}{4}$ miles north of the village of Durham, and by the saw-mill brook to Pictou.

The distance by this line from Truro to Smith's wharf, at the western end of the town of Pictou is $40\frac{2}{10}$ miles. On the line surveyed grades of 70 feet per mile are required in both directions. It is possible perhaps to reach the summit from Truro, with a grade not much exceeding 50 or 55 feet per mile, by heavy cuttings and fillings along Irvine's brook; but from the summit towards Pictou, the descent is so rapid and the contour of the hills so irregular, not less than 65 to 70 feet per mile would be required.

Route No. 3,—is common with route No. 2 to the junction of Black with Salmon River, 10 miles from Truro; hence following the Black River it passes south of Mount Thom to the summit near Robert Lonsburgs.

This summit is 560 feet above tide, but admits of being reduced by cutting to 502 feet. From the summit the line descends by Little Meadow brook to its junction with West River, and thence by the west side of that river to Pictou. At some points along Black River, and in the vicinity of the Salt Springs, on West River, heavy cutting is required. From the Salt Springs to Pictou, a distance of 14 miles, no difficulty occurs. By this route to Smith's wharf, in Pictou, the distance is $41\frac{36}{100}$ miles. The maximum grade is $45\frac{1}{2}$ feet per mile. *Route No. 3*, when compared with route No. 2, is decidedly the best notwithstanding its greater length. The maximum grade is 20 feet less per mile, and the summit elevation to be overcome 114 feet lower, which so far as the working expenses and time of running are concerned, are equivalent to a reduction of several miles in its length. The cost of construction would also be considerably lower after making full allowance for the three additional miles, which route No. 2 would be on the trunk line. Either route would accommodate the town of Pictou and the settlements along the West River, and to the north, but there is difficulty in continuing them to deep water, and to the coal mines.

The town of Pictou stands on the north side of the harbor, with a hill of considerable elevation in the rear, the houses extending along and occupying the shores of a small bay. Unfortunately the deep water is at the extreme eastern end of the town, and cannot be reached by a railway without running along the margin of the harbor and across the wharves in front of the town, or by constructing a long and expensive pier to the channel.

The harbor is about one mile in width, and the East, Middle and West Rivers flow into it opposite the town, from the south and west. These rivers are about one mile in width at their mouths, and run back five to eight miles, gradually contracting and leaving elevated tongues of land between. The channel of the East River is navigable for about three miles to the coal loading wharves, for vessels drawing 15 feet, where it is intersected by a bar. For steamers and smaller vessels it is navigable to New Glasgow, four miles above, and two miles further up are the Albion coal mines, which are connected with the loading wharves by railway. The Middle and West Rivers are also navigable for several miles.

It will thus be seen that unless we bridge across the harbor, that the coal mines and New Glasgow can only be reached by crossing the West and Middle Rivers by a branch railway, or by terminating the road on the south side of the harbor.

With both plans in view, a line was examined diverging from route No. 3, about six miles from Pictou, crossing West River at a point where a bridge of 4 or 500 feet would be sufficient, passing around Lochbroom point, and crossing the Middle River near its mouth, to Abercrombie point—a distance of $4\frac{3}{4}$ miles, hence to the coal loading ground is $2\frac{1}{4}$ miles, making the whole length of the branch 7 miles. By adopting this as the main line, and not continuing the road to Pictou, the construction of 42 miles of road

would

would connect with the coal loading ground, and also with Pictou from Abercrombie point, by means of a ferry of $1\frac{1}{2}$ miles.

The crossing of Middle River, which is about 6000 feet in width, presents the only difficulty. It could be contracted however to less than one-half, by carrying embankments out on each side, but would still be an expensive structure. The water is from 7 to 30 feet in depth, with from 12 to 22 feet of mud underneath.

Route No. 4—had been previously surveyed, and was rerun from the Salt Springs to Pictou, crossing the West River, 4800 feet in width, from Lochbroom point to Brown's point. The length from Truro to Smith's wharf in Pictou, by this line, is 40.0¹ miles; and the length of a branch to the coal loading ground, crossing the Middle River at the same place, as from route No. 3, would be $4\frac{1}{10}$ miles. A grade of 65 feet per mile for $2\frac{1}{2}$ miles is required in descending from the Salt Springs. This and the great length of bridging required, about two miles, are fatal objections to this route.

Route No. 5—Beatty's survey from the Salt Springs kept on high ground, and crossing over to the Middle River, followed down on its southern side to Abercrombie point—terminating on the harbor opposite to Pictou. This survey had been retraced, and a map and section of it preserved, it was deemed unnecessary therefore to resurvey it. The section shows heavier work than on route No. 3, and on descending to Middle River, there is a grade of $51\frac{1}{2}$ feet per mile, for three miles in length. Connecting it with our route No. 3, the distance to Abercrombie point is $40\frac{1}{4}$ miles, and to the coal loading ground $42\frac{1}{2}$ miles.

This route would afford easy connection with the coal mines, and accommodate New Glasgow and the population along the East River. It has the advantage of requiring no long bridges, but the disadvantage of terminating on the opposite side of the harbor from Pictou.

The harbor for one or two weeks on an average every year, while the ice is forming in December, and before it finally breaks up in the spring, cannot be crossed with safety either by boats or waggons, and on these occasions, passengers and freight from Pictou, would have to go 10 miles by land to connect with the railway at the nearest point. This certainly would be a serious inconvenience, but by use of a steam ferry boat, the time of obstruction would be very much reduced. Were the road to terminate on the Pictou side, the inhabitants of New Glasgow and the Albion mines would be subject to the like inconvenience.

A timber bridge could be built across the harbor from Abercrombie Point to Smith's Point at an expense of about £50,000; but I would hesitate to recommend so expensive a structure of this kind where the destructive action of the worm is so great as in Pictou harbor, the cost of renewals and repairs would form a serious item of expense.

In addition to the routes above mentioned, another was suggested by residents of the River John, and it was my intention to have made a thorough examination of it, but the inclemency of the weather, and the want of time to complete the survey before the meeting of the legislature, prevented.

The line referred to would follow the Salmon River to McDonald lake in Earltown, thence down the Nabiscump to River John, and by Black River and Saw-mill brook to Pictou. A series of levels were taken by Mr. Poole with the barometer; they indicate heavier work and steeper grades than on route No. 3, while the distance from Truro to Pictou would be increased to about 47 miles. The advantages of a line in this direction are that if the southern route should be adopted for the trunk line to New Brunswick, it would be common for 22 miles, and reduce the length of the branch to Pictou to about 25 miles. The branch, however, could not be connected with the coal mines without making it very circuitous.

Leaving out of view, for the present, this line by River John (which ought to be thoroughly examined), I consider route No. 3 from Truro to the Salt Springs a distance of 27 miles, as entitled to the preference. From this point, to accommodate Pictou and

and the coal mines, future surveys and examinations must determine the most eligible route. The comparative advantages of having the road terminate on the north or south side of the harbor, must also be a matter for future consideration.

The estimate has been made on route No. 5 to Abercrombie point, as affording accommodation to Pictou, and also connecting with the coal mines. This route would cost more than No. 3, to Smith's wharf, there being much heavy work between Salt Springs and Middle River; but the branch of 7 miles to the coal loading ground, including the bridge over Middle River, would cost not less than £100,000, which, if added to No. 3 would make its cost considerably exceed that of No. 5. Were it not for the bridge over Middle River, I would have no hesitation in recommending route No. 3 to Abercrombie point in preference, as it is half a mile shorter and has lower grades. On the line surveyed a timber bridge of cob work and piles, with the requisite embankments, would cost not less than £40,000.

Future examinations may discover a more favorable place for crossing the Middle River.

The following plan of road is proposed—width of excavations 22 to 24 feet; embankments 18 to 20 feet; slopes of cuttings and embankments $1\frac{1}{2}$ to 1 generally, where clay 2 to 1. The ballasting for the superstructure to be of clean gravel or sand, $2\frac{1}{2}$ feet deep, where such material can be had; where it cannot be obtained of sufficient purity, broken stone to be substituted, so far as may be necessary. With a road well drained, such a foundation will be comparatively safe from heaving by frost, which is so obviously an indispensable requisite for a good road in this climate.

The river bridges are estimated to be constructed of tubular iron girders supported on substantial block and course masonry, laid in mortar.

The smaller brook and road bridges are estimated to be built of stone and timber, which for this purpose is abundant along the line.

The rail is estimated to be of the T pattern, weighing 63 pounds per yard, supported on sleepers 9 feet in length, and 6 by 10 inches, placed at an average distance of 2 feet 3 inches apart.

The least radius of curvature required is about 1500 feet.

Tables No. 1 to 5 in the appendix exhibit the details relative to the grades on the several routes, their length and inclination, and elevation above tide water. Tables Nos. 6 to 9 give the soundings across the harbor of Pictou and the West and Middle Rivers, on the lines referred to in the report.

ESTIMATE.

Grading, masonry, and bridging.

2,150,000 cubic yards of excavation, at 2s.,	£215000	0	0
Grubbing and clearing,	4000	0	0
9,500 cubic yards of masonry in box culverts, at 25s.	11875	0	0
4,600 " " " in arch culverts, at 40s.	9200	0	0
14,000 cubic yards of bridge masonry, at 30s.	35000	0	0
6,000 cubic yards of rip rap and bank wall, at 15s.	4500	0	0
Superstructure of river bridges,	20500	0	0
Grading station grounds, and platforms,	5000	0	0
Public road and farm crossings, and cattle guards,	3500	0	0
	<hr/>		
	£308575	0	0

Station buildings and fixtures.

Passenger and car house at Pictou,	£1000	0	0
Freight house at do,	500	0	0
Engine house and repair shop,	2000	0	0
			Buildings

Buildings at way stations,	£2200	0	0
Wood sheds and water tanks,	800	0	0
Turntables, tools and machinery,	2000	0	0
	<hr/>		
	£8500	0	0

Locomotive engines and cars.

Being in addition to those required for operating the road from Halifax to Truro :			
6 locomotive engines, at 3250 <i>l.</i>	£19500	0	0
5 passenger cars, at 500 <i>l.</i>	2500	0	0
5 2nd class " at 350 <i>l.</i>	1750	0	0
60 eight wheel freight and other cars, at 160 <i>l.</i>	9600	0	0
20 five ton coal cars, at 75 <i>l.</i>	1500	0	0
	<hr/>		
	£34850	0	0

Estimate of the cost of a mile of railway superstructure.

Rail weighing 63 pounds per yard, or 99 tons per mile, at 12 <i>l.</i> per ton, delivered at Halifax and Pictou,	£1188	0	0
3½ tons of wrought iron joint plates, at 20 <i>l.</i> per ton,	70	0	0
3½ tons of spikes, at 20 <i>l.</i> per ton,	70	0	0
2350 sleepers delivered on line of railway, at 1 <i>s.</i> 9 <i>d.</i>	205	12	6
Laying rails per mile,	150	0	0
Carriage and distribution of material (106 tons) per mile,	160	0	0
Switches and crossings per mile,	60	0	0
Ballasting per mile, 4800 cubic yards, at 2 <i>s.</i>	480	0	0
	<hr/>		
	£2383	12	6

AGGREGATE COST OF THE ROAD.

Grading, masonry and bridging,	£308575	0	0
47 miles of railway superstructure, including an allowance of 4½ miles for sidings, at 2400 <i>l.</i>	112800	0	0
Station buildings and fixtures,	8500	0	0
Locomotive engines and cars,	34850	0	0
Wharves and ferry boats,	8000	0	0
Contingencies including engineering,	12500	0	0
	<hr/>		
	485225	0	0
Add interest during construction,	35000	0	0
	<hr/>		
	£520225	0	0

The above estimate includes the 40½ miles of road from Truro to Abercrombie point, with a branch of 2½ miles to the coal loading ground, also wharf and ferry accommodation at Pictou, the average cost being about £12,000 per mile.

Pictou is admirably situated for becoming the emporium of the trade of the northern coast of the province, and to some extent of the Gulf of St. Lawrence. Its harbor is easy of access, has water sufficient for the largest ships, and good anchorage, while the coal fields contained in the district, and accessible only by its waters, give it an important advantage in connection with steam navigation. The land around it is rich and productive, there is abundance of lumber along the rivers, also building stone of excellent quality, which is now shipped largely to the States. There is one serious drawback, however, to these natural advantages, but which a railway would tend greatly

greatly to meliorate. It is the long period that the harbor is frozen or obstructed by ice. It is usually firmly frozen over during January, February and March; and during December and April, and sometimes in May, it is partially obstructed; so that on an average the free navigation annually does not exceed six to seven months.

An important inquiry in connection with the road, is, as to the practicability of carrying coal to Halifax to be there transhipped and forwarded to the States.

The total quantity of coal raised, and number of tons shipped to the States, from the Albion mines, for the last three years, has been as follows:—

Year.	Total quantity raised.	No. of tons exported to United States.
1856, - - -	133,911 tons,	119,403 tons.
1857, - - -	159,887 “	138,516 “
1858, - - -	114,951 “	95,613 “

The price of coal delivered on board ship at the loading ground is 12s. 6d. per ton. The freight by vessels to Boston varies considerable, sometimes being as low as 8s. per ton, as was the case during a portion of last summer, and sometimes as high as 15s. It cannot probably be carried at a profit for less than 12s. 6d. per ton—making the cost delivered in Boston 25s. per ton.

The distance by water to Boston is 250 miles less from Halifax than from Pictou, and it is considered that a vessel can make the voyage in about one half the time, a change of wind being required for the voyage both to and from Pictou, whereas the prevailing winds enable a vessel to lay her course to and from Halifax. Freight are therefore lower from Halifax, and it is supposed that coal could be carried for 7s. per ton to Boston.

The cost of carrying coal by the railway from Pictou to Halifax, as per detailed statement in the appendix marked No. 10, would be 7s. 6d. per ton. This would make the cost delivered in Boston as follows:

Coal at loading ground,	12s. 6d. per ton.
Cost by railway to Halifax,	7s. 6d. “
Freight, Halifax to Boston,	7s. “

27s. per ton,

or 2s. more than by water direct from Pictou. But as the shipping of coal direct can only be carried on during six months of the year, and for the remainder the mining operations are carried on at a disadvantage from being obliged to *bank* or store the coal, it is reasonable to suppose that the mining association would make a reduction at least equal to this on the coal carried by railway. Still this would leave no profit to the railway, while the outlay, for locomotives, cars, wharves, buildings and sidings, to carry on the business would be considerable.

The following are the items for 500 tons per day, or 150,000 tons per annum:—

15 locomotives,	£50000	0	0
250 five ton cars,	17500	0	0
Wharves at Halifax,	5000	0	0
Buildings and sidings,	7500	0	0
	£80000	0	0

On the Reading railway, in the state of Pennsylvania, coal is carried perhaps cheaper than on any other railway of equal length, but the cost on that road is not applicable to others, unless equally favorably circumstanced. The Reading railway is 94 miles in length, and transport about 2½ millions tons of coal annually. The grades are descending in the direction of the trade, except 1¼ miles in passing the summit between Schuylkill and

and Delaware, on which distance there is an extreme grade of $38\frac{4}{10}$ feet per mile against the trade. Two assistant engines are used to help the trains at this point, and its favorable position, and short distance, prevent its materially affecting the cost of transportation. The general grades do not exceed $17\frac{1}{2}$ feet per mile, and the heaviest work the locomotives have to do is to draw the empty cars back. The gross load drawn by one locomotive, exclusive of engine and tender, is 725 tons, or 437 net load of coal. The cost of carrying coal, averaging for a series of years, is about 3s. 6d. per ton for the 94 miles, and the charge by the company has varied from 5s. to 8s. 6d. per ton. To carry on this business requires 140 locomotives and 5000 coal cars. The cost of the road and equipment is equal to £5,000,000 currency.

To carry coal from Pictou to Halifax, there would be grades of 50 feet per mile against the trade, which would reduce the load that could be hauled by a locomotive to less than one-third of what is accomplished on the Reading road, and would make the net cost, as per estimate, about 7s. 6d. per ton from loading ground to Halifax. Were a large amount of coal to be carried over the road, it perhaps would be found advisable to construct a branch railway of $5\frac{1}{2}$ miles from the Middle River direct to the mines, and use stationary or assistant power for getting over the summit between the Middle and East Rivers. This would reduce the distance the coal has to be hauled about 7 miles. Statement No. 11 in the appendix exhibits the effect of various grades on the load, the capacity of the road, and the cost of transportation.

How far a reduction in price at the mines would increase the demand for Pictou coal, is a question of some importance. The present demand is mainly for the supply of Boston, Providence, and other towns in New England. At New York it comes in competition with the English and Scotch coal, and the coal of Maryland and Virginia. The selling price of bituminous coal is usually per ton, at Philadelphia, \$4 $\frac{1}{2}$ to \$5
at New York, 5 to 6
at Boston, 5 to 6

It will thus be seen that unless a reduction is made in the price at the mines, that it cannot be shipped to New York, as it there meets the Cumberland and other coals, which for several purposes are considered superior to the Pictou, at an equal price. The carrying of coal then for shipment from Halifax, while it would undoubtedly be productive of many collateral benefits to the province, by the increase of trade and shipping, could not afford a large profit to the railway. The local demand along the line of the railway would be limited, but having no competition by water, could of course be charged at remunerative rates. The road, then, must look to the general traffic and passenger travel for its support.

No sufficient data has been collected by which the income to be derived from these sources can be satisfactorily estimated. The present means of public conveyance for passengers is limited to the daily mail coaches, but many people use their own conveyances; and of the freight and merchandise to and from Pictou much is shipped by water, only a small portion passing over land. It is known, however, from the most ample experience that whatever facilitates travel, tends to increase it, and that railways have the effect to double and treble the existing travel, and add rapidly and largely to the productive industry and population of the territory accommodated. It is also well established that the principal support of almost every railway is its local business; and that this is dependent in a great measure on the population accommodated, and their pursuits;—manufacturing districts furnishing more business in proportion to the population than agricultural or grazing districts.

In the States it is found that after the second or third year the revenue derived from the population accommodated by a railway is from two to five dollars per head per annum.

In Nova-Scotia, where every place of note or importance is on tide water, the same rate per head cannot reasonably be expected on the railways. I think, however, that it may be safely assumed at about one half or 12s. 6d.

The Pictou branch will accommodate a population of about 30,000, which at 12s. 6d. would give as the gross receipts £18,750 per annum. This would pay something more than the working expenses and maintainance of the road in running two trains per day. But any thing beyond this to pay the interest on the cost of the road must be looked for from the through travel and business from Cape Breton, Prince Edward Island, and the northern shore, which are subject to competition, and therefore not so reliable as the local business. On comparing the population accommodated by the main line to Truro, the Windsor branch, and the Pictou line, there is a great similarity in the results, each accommodating about 30,000 population, assuming that Halifax is common to the main line and Windsor branch.

The cost of maintaining and working the road from Truro to Pictou, say running two passenger and one freight train each way per day, would be as follows :

255 miles run per day \times 312 days=79560 miles per annum, at 4s.	£15912	0	0
Renewals and repairs of road per mile run, 79560 at 1s. 6d.	5967	0	0
Ferry to Pictou,	1000	0	0

22879 0 0

Add interest on cost, 4 per cent. on £520000,	20800	0	0
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£43679 0 0

To pay working expenses, renewals, and 4 per cent. interest on the cost, would require a business equal to

150 through passengers per day \times 312=46800 at 6s. 3d.	14625	0	0
150 tons freight " 312=46800 at 12s. 6d.	29250	0	0

£43875 0 0

The trade between Halifax and Prince Edward Island for the year 1858 was

Exports to Prince Edward Island,	32643	8	0
Imports from " "	48508	19	6

£81152 7 6

The exports consist of sugar, tea, tobacco, liquors, &c., which could afford to pay railway freight. The imports consist of oats, barley, potatoes, fish, &c., and probably would continue to be sent mainly by water.

The value of the merchandize imported into Pictou for the twelve months ending September 30th, 1858, by the trade returns was

£53342 0 0 stg.

And the value of the exports for the same period (see appendix Nos. 13 and 14)

64151 0 0

£117493 0 0

The imports consist of iron and hardware, flour, cotton, and wollen goods, sugar, tea, tobacco, &c.

Of the exports coal is valued at £51271, and the balance is for lumber and timber, butter, herrings, pork, salmon, &c. The completion of railway by concentrating the travel and business would enable steamers to be run regularly during the summer to Charlottetown, Prince Edward Island, Miramichi, Bay of Chaleurs and Quebec, and would undoubtedly by the increased facilities add largely to the existing travel and business between these places and the province. With the railway and good steamers

from Pictou the time from Halifax to Quebec need not exceed $2\frac{1}{2}$ days, and would form as speedy and as cheap a route for passengers by the atlantic steamers to reach Canada as by way of Boston or Portland.

I have the honor to be,

Sir,

Your most obedient servant,

JAMES LAURIE,

Chief engineer.

To the hon. the PROVINCIAL SECRETARY.

APPENDIX No. 1.

Table of grades on route No. 1, Truro to Waugh River via North River.

Distance from Truro in miles.	Length of grade in miles.	Grade in feet per mile.	Total ascent in feet.	Total descent in feet.	Elevation above tide.	LOCALITY.
0					58	Truro station. Datum line, high water.
1.43	1.43	$11\frac{1}{4}$		16	42	
2.26	0.83	Level.			42	
3.77	1.51	$38\frac{1}{2}$	58		100	
6.42	2.65	30	80		180	South br. North river.
10.02	3.60	47	170		350	
14.83	4.81	81	390		740	Summit near Bryan Lynch's, surface 748 ft.
14.98	0.15	Level.			740	
16.78	1.80	165		297	443	Waugh river.
	<u>16.78</u>		<u>698</u>	<u>313</u>		

APPENDIX No. 2.

Table of grades on route No. 2, Truro to Pictou.

Distance from Truro in miles.	Length of grade in miles.	Grade in feet per mile.	Total ascent in feet	Total descent in feet.	Elevation above tide.	LOCALITY.
0.00					58	Truro station.
0.64	0.64	6		4	54	
1.52	0.88	4½	4		58	
2.56	1.04	15½	16		74	
4.36	1.80	18	32		106	Sawmill brook.
7.76	3.40	18¼	62		168	
9.85	2.09	30	63		231	
10.30	0.45	44	19		250	Line No. 3 diverges.
13.49	3.19	19	60		310	
15.01	1.52	21	32		342	
15.39	0.38	31½	12		354	
17.66	2.27	70	156		510	
18.99	1.33	30½	40		550	
21.08	2.09	51	106		656	Summit, surface 656.
21.27	0.19	Level.			656	
22.52	1.25	42		52	604	
25.13	2.61	67		174	430	8 mile brook.
25.17	0.04	Level.			430	
25.58	0.41	43½	18		448	
26.37	0.79	Level.			448	
27.66	1.29	70		90	358	6 mile brook.
28.26	0.60	Level.			358	
29.40	1.14	37		42	316	4 mile brook.
30.73	1.33	Level.			316	
31.68	0.95	26		26	290	Quarry brook.
32.44	0.76	45		34	256	Dalhousie road.
33.58	1.14	70		79	177	
35.10	1.52	49½		75	102	
36.62	1.52	34½		52	50	
37.95	1.33	19½		26	24	
38.71	0.76	Level.			24	Near Dixon's mill crk.
39.28	0.57	38½	22		46	
39.47	0.19	Level.			46	River John road.
40.18	0.71	50		36	10	Smith's wharf, Pictou.
	40.18		642	690		

APPENDIX No. 3.

Table of grades on route No. 3, Truro to Pictou.

Distance from Truro in miles.	Length of grade in miles.	Grade in feet per mile.	Total ascent in feet.	Total descent in feet.	Elevation above tide.	LOCALITY.
0					58	Truro station.
0.64	0.64	6		4	54	
1.52	0.88	4½	4		58	
2.56	1.04	15½	16		74	
4.36	1.80	18	32		106	Sawmill brook.
7.76	3.40	18¼	62		168	
9.85	2.09	30	63		231	
10.30	0.45	44	19		250	Line No. 2 diverges.
10.98	0.68	44	30		280	
11.93	0.95	17	16		296	
12.81	0.88	16	14		310	South br. Black river.
13.26	0.45	25	12		322	
14.78	1.52	41	62		384	
16.48	1.70	21	36		420	
18.57	2.09	39½	82		502	Summit, surface 560.
18.65	0.08	Level.			502	
21.07	2.42	40½		98	404	
22.16	1.09	9		10	394	Near Cameron's mill.
27.65	5.49	45½		250	144	Lines 4 and 5 divg. here.
28.22	0.57	3½		02	142	
29.43	1.21	41½		50	92	Opposite 12 m. house.
30.11	0.68	6		04	88	
30.68	0.57	21		12	76	Opposite 10 m. house.
34.28	3.60	10		36	40	Durham village.
35.04	0.76	8	0.6		46	
37.50	2.46	15½		38	8	Quarry brook.
39.96	2.46	Level.			8	Town Gut.
40.53	0.57	14	0.8		16	
41.10	0.57	14		08	8	
41.36	0.26	Level			8	Smith's wharf, Pictou.
	41.36	Miles.	462	512		

APPENDIX No. 4.

Table of grades on route No. 4.

Distance from Truro in miles.	Length of grd. in miles.	Grade in feet per mile.	Total ascent in feet.	Total descent in feet.	Elevation above tide.	LOCALITY.
22.16	22.16		448	112	394	Ex route No. 3.
24.81	2.65	44		116	278	
27.35	2.54	65		164	114	
29.17	1.82	22		40	74	Public road near Archibald's mill.
29.81	0.64	Level.			74	
30.45	0.64	25	16		90	
30.53	0.08	Level.			90	
32.20	1.67	33½		56	34	
34.10	1.90	8½	16		50	
36.75	2.65	Level.			50	
37.93	1.18	36		42	8	Loch Broom point.
40.04	2.11	Level.			8	Smith's wharf, Pictou.
	40.04		480	530		

APPENDIX No. 5.

Table of grades on route No. 5.

Distance from Truro in mls.	Length of grd. in miles.	Grade in feet per mile.	Total ascent in feet.	Total descent in feet.	Elevation above tide	LOCALITY.
	22.16		448	112	394	Ex route No. 3.
23.11	0.95	39		37	357	Public road near Archibald's.
23.33	0.22	Level.			357	
24.22	0.89	29½		26	331	
25.31	1.09	44		49	282	
27.31	2.00	38½		77	205	
29.54	2.23	8½		19	186	
32.57	3.03	Level.			186	
35.57	3.00	51½		154	32	Middle river.
36.31	0.74	Level.			32	
38.93	2.61	6½		17	15	
39.55	0.63	11	7		22	
40.25	0.70	20		14	8	Abercrombie point.
	40.25		455	505		

APPENDIX No. 6.

Table of soundings across the harbor of Pictou, from Abercrombie Point to Smith's Point.

Distance.	Depth of water.	Depth of mud.	Total depth.	REMARKS.
Feet.	Feet.	Feet.	Feet.	Datum line. High water.
0	0	0	0	Abercrombie Point.
100	7.0	1.0	8.0	Sand, no mud.
100	9.0	1.0	10.0	ditto
200	14.0	6.0	20.0	Brown mud, hard.
200	14.0	10.6	24.6	ditto
200	14.0	11.9	25.9	ditto
200	13.6	12.3	25.9	ditto
200	13.6	11.3	24.9	ditto
200	16.0	9.0	25.0	ditto
200	23.0	15.0	38.0	ditto
200	33.0	15.0	48.0	ditto
200	40.6	12.6	53.0	ditto
200	39.9	16.3	56.0	ditto
200	35.0	19.0	54.0	ditto
200	28.6	14.6	43.0	ditto
200	20.6	14.6	35.0	ditto
200	25.0	12.0	37.0	ditto
200	20.0	13.0	33.0	ditto
200	12.0	13.0	25.0	ditto
400	14.0	16.0	30.0	ditto
200	14.0	16.0	30.0	ditto
400	14.0	13.0	27.0	ditto
400	13.6	24.0	38.6	ditto
300	8.6	0.6	9.0	End of wharf.
100	0	0	0	Smith's Point.
<hr/>				
5200				

APPENDIX No. 7.

Table of soundings across West River, from Loch Broom Point to Brown's Point.

Distance.	Depth of water.	Depth of mud.	Total depth.	REMARKS.
Feet.	Feet.	Feet.	Feet.	Datum line. High water.
0	0	0	0	Loch Broom Point.
227	7.0	1.6	8.6	Sand, no mud.
200	8.6	4.9	13.3	ditto
200	9.0	3.9	12.9	ditto
200	9.6	2.3	11.9	ditto
200	10.0	1.8	11.8	ditto
200	10.10	4.2	15.0	Brown mud.
200	11.3	12.9	24.0	ditto
200	11.6	11.0	22.6	ditto
200	11.6	5.6	17.0	ditto
200	11.10	6.2	18.0	ditto
200	12.0	6.6	18.6	Hard gravel below.

Appendix No. 7—(continued.)

Feet.	Feet.	Feet.	Feet.	Datum line.	High water.
200	12.3	9.9	22.0	Hard gravel below.	
200	12.7	15.5	28.0	ditto	
200	12.6	16.6	29.0	Brown mud.	
200	12.2	14.10	27.0	ditto	
200	12.0	13.6	25.6	ditto	
100	13.0	14.0	27.0	Black mud.	
100	20.0	14.7	34.7	ditto	
100	23.6	12.6	36.0	ditto	
100	38.5	9.1	47.6	ditto	
200	35.9	8.3	44.0	ditto	
100	31.2	11.7	42.9	ditto	
100	21.8	14.0	35.8	ditto	
200	12.9	9.3	22.0	ditto	
400	12.0	5.10	17.10	ditto	
200	0	0	0	Bank, Brown's Point.	

4827

APPENDIX No. 8.

Table of soundings across Middle River from Loch Broom Point to Abercrombie Point.

Distance.	Depth of water.	Depth of mud.	Total depth.	REMARKS.
Feet.	Feet.	Feet.	Feet.	Datum line. High water.
0	0	0	0	Loch Broom.
200	7.0	16.0	23.0	Light mud.
200	6.10	4.8	11.6	ditto
189	0	0	0	{ Fraser's Island.
121	0	0	0	
290	10.4	5.11	16.3	Light mud, hard.
200	11.0	9.0	20.0	ditto ditto
200	11.3	14.9	26.0	ditto
200	11.10	15.2	27.0	ditto
200	12.0	19.6	31.6	ditto
200	12.0	22.0	34.0	ditto
200	12.1	14.11	27.0	ditto
200	13.0	19.3	32.3	ditto
200	13.0	19.9	32.9	ditto
200	13.0	14.0	27.0	ditto hard
200	13.9	17.9	31.6	ditto
200	15.0	18.0	33.0	ditto
100	22.0	12.0	34.0	ditto
100	30.3	12.5	42.8	ditto
200	30.3	15.3	45.6	ditto
200	27.5	17.4	44.9	ditto
200	21.2	16.10	38.0	ditto stoney.
100	18.0	17.6	35.6	ditto
100	14.4	17.5	31.9	ditto
200	14.4	19.2	33.6	ditto

Appendix

Appendix No. 8—(continued.)

Feet.	Feet.	Feet.	Feet.	Datum line.	High water.
200	14.10	20.5	35.3	Light mud.	
200	14.10	18.4	33.2	ditto	
100	14.10	18.8	33.6	ditto	
100	14.10	18.11	33.9	ditto	
100	15.0	16.0	31.0	Brown mud.	
100	15.0	14.0	29.0	ditto	
200	14.9	11.3	26.0	ditto	
200	14.6	7.6	22.0	ditto	
200	13.10	2.8	16.6	Sand.	
200	10.6	1.1	11.7	ditto	
100	9.0	0.9	9.9	ditto	
200	0	0	0	Skinner's Point.	

6300 feet.

APPENDIX No. 9.

Table of soundings across Pictou Cove, from Mr. McPherson's farm to Smith's wharf, Pictou.

Distance.	Depth of water.	Depth of mud.	Total depth.	REMARKS.
Feet.	Feet.	Feet.	Feet.	Datum line. High water.
0	0	0	0	McPherson's farm.
100	6.0	0.6	6.6	Hard bottom.
100	7.0	3.6	10.6	ditto
200	8.6	8.6	17.0	Brown mud.
200	9.0	11.6	20.6	ditto
200	9.6	12.0	21.6	ditto
200	10.0	12.6	22.8	ditto
200	10.0	15.0	25.0	ditto
200	10.0	13.0	23.0	ditto
200	10.0	8.0	18.0	ditto
100	8.0	0	8.0	Hard bottom.
100	7.11	0	7.11	Smith's wharf.

1800 feet.

APPENDIX No. 10.

Estimate of cost of hauling coal on the Nova Scotia railway, from the Albion mines to Halifax—per round trip of 206 miles from the coal loading ground to Halifax, and back with the empty cars ; transporting average loads of 100 tons each train.

Items of cost.	No.	Description.	Average rate.	Amount.
Wages of engine drivers, - -	2	days,	10s.	£1 0 0
“ firemen, - - -	2	“	6s. 3d.	0 12 6
“ conductors, - - -	2	“	7s. 6d.	0 15 0
“ brakemen, - - -	4	“	5s.	1 0 0
Coal for fuel, - - -	10	tons,	15s.	7 10 0
Wood for kindling, - - -	$\frac{1}{2}$	cord,	20s.	0 10 0
Oil for engine and tender, - -	3	gallons,	6s. 6d.	0 19 6
Oil and grease for cars, - - -	100	tons,	1½d.	0 12 6
Repairs of engine and tender, - -	206	miles,	7½d.	6 8 8
Repairs of coal cars, - - -	100	tons,	6d.	2 10 0
Supplying water, - - -	15	M. gallons,	6d.	0 7 6
Allowance for engines and drivers laying over, and all other contingent expenses,	100	tons,	3d.	1 5 0
				23 10 8
Repairs and renewals of road per mile run,	206	miles,	1s.	10 6 0
General management and office expenses,	206	miles,	4d.	3 8 8
				£37 5 4

Equal to 7s. 6d. per ton of coal.

APPENDIX No. 11.

Statement of the effect of various grades on the load, the capacity of the road, and cost of transportation.

Engines 42½ tons weight, including tender, fuel, &c.

Grade per mile.	Gross load, includ'g engine and tender.	Net load of coal.	Ultimate capacity of a double track railway.	Ultimate capacity of a single track railway.	Cost of carrying coal per ton for 100 miles.
	Tons.	Tons.	Tons.	Tons.	
Level road,	767	437	4,000,000	1,000,000	3s. 6d.
25 feet,	383	205	1,881,951	470,488	5s.
50 “	255	128	1,178,392	294,598	7s.
75 “	191	90	824,325	206,081	9s. 6d.

APPENDIX No. 12.

Comparative view of the coal imported into the United States from foreign countries, principally from Great Britain and Nova Scotia, with the Anthracite coal of Pennsylvania, sent to market for a series of years; also the quantity sold from the Albion mines.

Year.	Imports of foreign coal.	Anthracite coal.	Quantity sold from the Albion mines.
	Tons.	Tons.	
1821, - - -	22,122	1,073	
1830, - - -	58,136	174,737	8,973
1840, - - -	162,867	865,414	35,772
1850, - - -	180,439	3,356,899	102,840
1855, - - -	287,408	6,517,569	138,582

The above table does not include the bituminous coals of Maryland and Virginia, and shows the consumption in the Atlantic cities and towns only.

APPENDIX No. 13.

Value of imports into the port of Pictou for the 12 months ending September 30th, 1858.

Description.	Quantity.	Value sterling.
Ale and porter,	30 packages,	£60
Arms and ammunition,		2391
Apples,	112 barrels,	40
Beef,	2 packages,	4
Brandy,	449 gallons,	253
Bread,	25 packages.	37
Burning fluid,	906 gallons,	93
Butter,	2 cwt.	6
Bricks,	17 M.	48
Cabinet wares,		552
Candles,	470 lbs.	15
Coffee,	2394 lbs.	60
Cheese,	36 cwt.	80
Clocks, watches, and jewelry,		52
Cornmeal and oatmeal,	239 packages,	218
China, glassware and earthenware,		933
Codfish,	815 cwt.	375
Cordage and canvass,		1875
Cotton, linen, silk and woollen manufactures,		8148
Drugs and Apothecaries' ware,		1104
Fishing tackle,		49
Flour, (wheat)	6864 barrels,	6604
Fruit,		115
Geneva and whiskey,	649 gallons,	79
Hardware, iron, &c.		12288
Hats and caps,		430
Herrings,	1450 barrels,	1329
Hides and skins,		£115
Leather and leather manufactures,		1378
Lumber,	174 M.	211

Lime

Lime and plaister,	708 casks,	£242
Mackerel,	10 barrels,	20
Molasses,	1230 gallons,	63
Oakum,	134 cwt.	187
Oil, (seal and fish)	2112 gallons,	304
Oats and barley,	23578 bushels,	2260
Pork and hams,	17 barrels,	72
Paper manufactures, books and stationery,		1532
Potatoes and vegetables,	3010 bushels,	219
Rice,	16 cwt.	16
Salt,	19625 bushels,	329
Shingles, staves and laths,		326
Soap,	9968 lbs.	193
Sugar,	128 cwt.	277
Tea,	60070 lbs.	3620
Tobacco,	46502 lbs.	1020
Woodware and agricultural implements,		904
Miscellaneous,		2816
	Total,	£53342

APPENDIX No. 14.

Value of exports from the port of Pictou, for the 12 months ending September 30, 1858.

Description.	Quantity.	Value sterling.
Apples and plums,	20 barrels,	£12
Beef,	67 barrels,	135
Bread,	24 bags and barrels,	24
Butter,	46592 lbs.	1697
Coals,	106618 tons,	51271
Corn and oatmeal,	139 packages,	138
Flour,	592 packages,	703
Gypsum,	15 barrels,	5
Hardware, iron, &c.		66
Herrings,	1254 barrels,	1121
Lobsters,	83 boxes,	139
Laths and pickets,		133
Lumber,	936	1277
Mackerel,	3 barrels,	3
Oils, (fish and seal)	60 gallons,	6
Oats and barley,	35 bushels,	18
Pork and Hams,	268 barrels,	960
Potatoes and vegetables,	200 bushels,	17
Salt,	50 bags, 30 hhds.	86
Salmon,	105 packages,	350
Sugar,	4 cwt.	8
Spars and knees,	728 number,	203
Shingles,	87 M.	43
Timber,	2868 tons,	2678
Tea,	1057 lbs.	71
Woodware,		196
Miscellaneous,		2781
	Total,	£64151

Railway

RAILWAY EXTENSION TO HANTSPORT.

Nova Scotia Railway Office,

Halifax, March 12th, 1859.

SIR,—

I beg to acknowledge the receipt of your letter of 1st instant, accompanying the reports of Messrs. Laurie and Wightman on the surveys for the extension of the Windsor branch railway from Windsor to Hantsport, and requesting that said reports be returned, with any further information that can be obtained from the chief engineer, the working superintendent, or from any other sources at the command of the railway board, touching the question how far the proposed extension, if carried into effect, may be reasonably expected to prove directly remunerative.

In answer, I beg to state that the board have conferred with the chief engineer, and superintendent of works, on the subject, and have received the accompanying reports from them, which I now enclose; and I have also to state, that the board have no doubt that the extension of the railway to a harbor accessible at all times of tide, and thereby facilitating the communication with the adjoining province, as well as those portions of our own province lying near the Bay of Fundy, will very materially increase the traffic on the Windsor branch of the railway.

I have the honor to be, sir,

Your obedient servant,

JAMES McNAB.

The honorable the PROVINCIAL SECRETARY.

MR. LAURIE'S REPORT AS TO EXTENSION OF RAILWAY FROM
WINDSOR TO HANTSPORT.

Nova-Scotia Railway,

Engineer's Office, Halifax, 28th February, 1858.

SIR,—

I have the honor to lay before you, for the information of his excellency the lieutenant governor, the following report and estimate on the surveys made for the extension of the railway from Windsor to Hantsport.

The present railway from Halifax to Windsor, $44\frac{3}{4}$ miles, has its western terminus on the Avon River, immediately below and adjoining the business part of the town of Windsor. Ordinary spring tides rise in the river about 30 feet, and neap tides 23 feet, and remain up from three to five hours, so that vessels drawing ten feet of water will be afloat. Steamers or vessels, however, coming up with the flood tide, and intending to return with the ebb, can only remain alongside of the wharves from one to three hours, when they are obliged to leave in order to get over the flats in the river below.

To properly discharge and receive cargo, this does not afford sufficient time, and it not unfrequently happens that when the steamers have a large freight, that they are compelled to leave without discharging the whole, or taking on board all that is offered. The arrival and departure of the boats also varying with the tide, renders connection with the railway trains irregular and inconvenient, subjecting both passengers and freight to detention and extra expense.

These

These inconveniences are seriously felt, and have no doubt an influence to prevent passengers and freight taking this route to and from Halifax, St. John and the States. To remove these objections, and to afford greater facilities to the business of the western counties, and of Cumberland and Westmoreland, reaching Halifax, which business now goes largely to St. John, New Brunswick, are the important objects to be gained by the extension of the railway.

For several miles below Windsor, the channel of the river is narrow and winding, while the flats and mud banks with which it abounds, and its rapid currents, render it impracticable for navigation, except with the tide, and this only for a limited time, near high water. It is not until we reach the vicinity of Hantsport that the channel obtains sufficient depth, and approaches so near to the western shore as to be available for the purpose of a low water landing.

From Hantsport the channel strikes off to the Newport side, and does not again come near the western shore until some four miles below, at Horton Bluff. Here the distance from high to low water mark is about 1000 feet, but there is no protection from the winds and heavy swell of the bay, so that vessels could not at all times approach a wharf if built; the anchorage too opposite the Bluff is represented as indifferent, the ground being loose and slaty. There are other objections to this place in the steepness of the bluffs which rise to a height of 100 to 130 feet, and in the hilly character of the ground inland, which would prevent access by good roads from the large and flourishing settlements of Horton and Cornwallis, and from the westward. Notwithstanding then that the survey was extended to the Bluff, Hantsport was selected as the most suitable place for a terminus.

At Hantsport a wharf of six hundred feet would be sufficient to give ten feet depth at low water spring tides, and would be accessible by steamers at all times when the river is not obstructed by ice. The depth in the channel at low water spring tides would be ten to twelve feet, while ordinarily there would be fourteen to sixteen feet, and at low water, neap tides seventeen to eighteen feet. As the steamers running from Windsor to St. John, draw only 7 to 7½ feet, the depth of water is not only sufficient for their accommodation, but for boats of a much larger class.

I have not been able to procure a recent chart of the channel of the river below, but it is represented by those conversant with it, that from Hantsport it runs straight on a N. by E. course three miles to Black rock on the Newport shore, thence a course of N. W. by N. one and a half miles, fetches Horton light, and from that a straight course can be laid to the Basin of Minas. The channel therefore, is not intricate, and its least width is stated at 6 to 700 feet. By the admiralty chart of 1824, the depth in the channel increases from two fathoms at Hantsport to five at Horton Bluff, and this last is maintained to the flats at the mouth of the river, where in the middle channel, there is a depth of three fathoms, and in the eastern channel four fathoms.

Surveys.—In 1853, a line was surveyed by James Sykes & Co., for a railway from Windsor to Victoria Beach, which passed through Hantsport, but at some distance from the river, and at a considerable elevation above tide water. Their line crossed the Avon River about one mile above the present bridge at Windsor, and kept on the uplands, requiring grades of 46.7 feet per mile, and much heavy work. After a careful examination of this route, it was determined to try another, following the general course of the river, and keeping as near to the edge of the uplands as circumstances would admit. The surveys were intrusted to Mr. George Wightman, whose able report on the whole subject, I beg leave to annex.

The present terminus at Windsor, has evidently been selected without reference to extending the road, as to bridge the river from this point would be exceedingly objectionable, by subjecting the whole shipping business of the place to the inconvenience of passing a draw-bridge; various lines therefore were run, diverging from the present railway, so as to cross the river above the town, the object being to find that which would be the least

least expensive, and at the same time best accommodate the town of Windsor, in the event of the present terminus being abandoned. Of the several lines marked upon the map, two only need be referred to, one crossing the river about 400 feet above, and the other about 360 feet below the present bridge. The first is applicable to the plan of forming an aboiteau or embankment across the river, which will presently be referred to; and the second for a bridge, and with reference to forming a new wharf and station on the river accessible to shipping. The last is the line upon which the estimates have been made. It leaves the present railway near the Winkworth road bridge, about one mile east of the present station house, and curving to the west, cuts through a point to the Jail hill, at sufficient depth to pass under the main post road leading to Halifax; thence westerly over meadow land laid out in streets, but not yet built upon, and curving to the north, crosses the Avon River, 360 feet below the present bridge. Hence it runs over the marsh or dyke land, keeping near the edge of the upland, and cutting through a point of the Plaister Bluff, known as the "White Rocks" 5 miles below Windsor—follows the general course of the Avon to the Half-way river, which it crosses near its mouth, and terminates at Hantsport beach. The length of new road to be constructed is $6\frac{89}{100}$, say 7 miles. The grade is level for the whole distance, except on each side of the Avon River, where in order to elevate the bridge four feet above highest tides known, an ascent of two feet has been provided for. There is no curvature of a less radius than 2865 feet, except in leaving the present road, and at the stations where curves of 1432 feet radius have been admitted.

The following statement exhibits at one view, some of the important features of the River line, compared with the Sykes' line:

	River line.	Sykes' line.
Length in miles of new road,	7	9 2
Maximum grade in feet per mile,	10	46.7
Rise and fall, in feet,	6	113
Degrees of curvature,	407	525
Least radius of curvature,	1432	2772
Distance from Halifax to Hantsport,	50 $\frac{3}{4}$ miles,	52 miles.

The new line of road would be equally as convenient for the town of Windsor as the present; the only objections to it are that several buildings must necessarily be removed, and some streets, unless re-arranged, be crossed on the level. By adopting the Sykes' line in the vicinity of Windsor, both the buildings and streets would be avoided, and a saving made in the cost of construction, but it would be very inconvenient for the business of the place, as the nearest point for a station would be a mile above the present bridge.

The crossing of the Avon is the most important and expensive feature of the project. The river is about 700 feet wide at low water, and 1400 feet at high water, with a depth of 40 feet

The plan suggested of forming an embankment across the river, and reclaiming the land above now flowed by the tide, is one of considerable importance, and may be deserving of further consideration. Land to the extent of about 1000 acres it is claimed would be recovered, and allowing that it would be worth £25 per acre, the whole would amount to £25,000. But the risks and difficulties of construction, where so large a volume and head of water have to be contended against, would be very great. There is also the possibility of injury to the harbor of Windsor by silting up. The cost of an embankment made of earth, 200 feet at base and 20 feet at top, with sluice ways sufficient to pass the fresh water, would be much less than that of a bridge constructed with stone piers and iron girders, provided the embankment could be made in the usual manner, but there are practical difficulties in providing against the action of the water while building, which I do not see could be readily overcome without going to much additional expense. I certainly am not prepared at present to recommend the construction

construction of an embankment. At Halfway River the quantity of land that would be recovered by an embankment is of trifling extent.

The estimate has been made for a road bed graduated to a width of 24 feet in excavations, and 18 feet in embankments, at formation level; the slopes of cuttings have two feet base to one perpendicular, and embankments one and a half feet base to one perpendicular. The embankments are largely in excess, and enable the cuttings to be made extra width.

The bridges over the Avon and Half-way rivers are estimated for abutments and piers of stone masonry, supporting tubular iron girders. By making the superstructure of timber, about £8000 would be saved in the first cost, and if properly built would last about fifteen years. The other bridging and masonry required is of small amount.

The rails are estimated to be of the T pattern, weighing sixty-three pounds per yard. The sleepers 9 feet in length, and 10 by 6 inches, placed at an average distance of 2 feet 3 inches apart. The fencing of the road is included in the estimate, but no allowance has been made for land and damages, as by the act authorising the construction of railways they are made a county charge. The present wharf and station grounds which which cover an area of 12 acres, if abandoned, should be worth the damages, including the station grounds on the new line, which occupy only 6 acres. As no additional locomotives or cars will be required to run the extension, I have not allowed for any in the estimate.

While approving generally of the plans and estimates of Mr. Wightman, which evince a thorough knowledge and acquaintance with engineering, my estimate, it will be observed, is in excess of his. I have been guided by the prices heretofore paid on the public works of the province, which, although high, have afforded little or no profit to the contractors.

ESTIMATE.

Grading, masonry and bridging.

232,300 cubic yards of earth excavation, at 1s. 3d.			£14518	15	0
30,000 " of plaister rock, at 3s.			4500	0	0
Clearing and grubbing,			200	0	0
Road bridges in Windsor,			3700	0	0
Culverts and sluices,			1200	0	0
Bank walls and protecting embankments,			2300	0	0
Alteration of roads, road crossings, and cattle guards,			700	0	0
			<hr/>		
			£27118	15	0
Bridge over the Avon River at Windsor,	£41000	0	0		
Bridge over Halfway River,	6000	0	0	47000	0
			<hr/>		
			£74118	15	0

Station grounds and buildings.

Grading station grounds at Windsor and Hantsport, 30,000 cubic yards, at 1s. 3d.			£1875	0	0
Passenger and freight house at Windsor,			800	0	0
" " at Hantsport,			800	0	0
Engine house, wood sheds, water tanks and turn table,			1750	0	0
			<hr/>		
			£5225	0	0

Wharves.

Wharf at Windsor,	£1200	0	0
Wharf at Hantsport,	5300	0	0
	<hr/>		
	£6500	0	0

Estimate of the cost of a mile of railway superstructure.

Rail weighing 63 pounds per yard, or 99 tons per mile, at £12 per ton, delivered at Halifax,	£1188	0	0
3½ tons of wrought iron joint plates, at £20 per ton,	70	0	0
3½ tons of spikes at £20 per ton,	70	0	0
2350 sleepers delivered on the line of railway,	205	12	6
Laying rails per mile,	150	0	0
Carriage and distribution of material (iron 106 tons) per mile,	106	0	0
Switches and crossings per mile,	60	0	0
Ballasting per mile, 4000 cubic yards, at 1s. 9d.,	350	0	0
	<hr/>		
Per mile.	£2199	12	6

AGGREGATE COST OF THE ROAD.

Grading, masonry, and bridging,	£74118	15	0
Eight miles of railway superstructure, including an allowance of one mile for sidings, &c. at £2200 per mile,	17600	0	0
Station, buildings, &c.	5225	0	0
Wharves,	6500	0	0
Fencing 10 miles, at £100,	1000	0	0
Contingencies, including engineering and interest during construction of road,	8000	0	0
	<hr/>		
	£112443	15	0

The bridge over the Avon River forms more than one third of the whole cost. Deducting this the cost of the road would be about £10,000 per mile, including wharves and station accommodation.

Examinations were made as to the practicability of connecting with Sykes & Co's. survey beyond Hantsport,—this was found to be perfectly practicable, so that if at any future time it should be deemed advisable to extend the road to Kentville or Victoria Beach, their survey can be followed if no better route is discovered.

I have the honor to be,

Sir,

Your most obedient servant,

JAMES LAURIE,

Chief engineer.

To the hon. the PROVINCIAL SECRETARY.

Mr.

MR. WIGHTMAN'S REPORT ON THE SURVEYS FOR THE EXTENSION OF
THE RAILWAY FROM WINDSOR TO HANTSPORT.

SIR,—

Having been directed by you to make a survey for a railroad from Windsor to Hantsport, I beg to submit the following report :

The first question to be considered was that of the general alignment. The line proposed a few years ago by Mr. Sykes, crossed the Avon about a mile above the bridge at Windsor, and run upon comparatively smooth ground to the Falmouth bog, within about two miles of Hantsport, and then descended at a grade of thirty-three feet per mile to that place.

I first run a line from Windsor to strike this line at the *bog*, and found that it would require more earth work, and cost more than a line by the shore ; that it would pass over a summit height of sixty feet, and have no advantage, but rather the contrary, in point of distance. Subsequently I ascertained that the earth work, by the shore, from the crossing of Avon River to Hantsport, amounts to one hundred and eighty five thousand (185,000) yards, of which twenty-five thousand (25,000) is plaister rock. By the line from the same point to the bog, and thence by Mr. Sykes' line to Hantsport, the quantity, by a tolerably correct approximation upon the line to the bog, and by Mr. Sykes' section on the latter part, is about four hundred thousand yards, with a probability of some heavy rock cutting near Hantsport. These circumstances determined the location by the valley of the river.

The general formation of the country upon the river line is a series of level marshes, with ridges of clay between, terminating upon the river in bluffs of twenty to thirty feet in height. The line is carried along the foot of these bluffs, and is perfectly level throughout. The plan of building the embankments upon which the estimate is based, is to take as much material from them as will make the embankments, with the exception of a ditch on each side of two feet in depth by eight feet in width at the top ; the rich earth and sods from which will render the embankments permanent. This is the least cutting of marsh that the case admits of ; possibly it may be found cheaper to cut a less quantity from the bluffs, and make up from the marsh, but this will require somewhat higher embankments at the bluffs, and involve a greater expense in securing against the surf. The determination of the most advantageous plan is a matter of detail that I had not time to go into.

At Michner's point, the line is generally laid so far off as not to disturb the foot of the bank, on which account there is more embankment than there would otherwise be, but it will be more safe from slides. This headland is about eighty feet in height, the face is covered with wood, and appears to have pretty generally attained its angle of repose. By protecting the foot, draining at the top, and seeking out and leading off springs from the face, it will probably be rendered permanent.

Between this point and the White Rocks so called, extending from station 270 to 281, will be a pretty heavy embankment, resting upon a bed of clay, descending at one in ten towards the river. For fear of a lateral slide, I have estimated for a strong row of pickets to be driven under the lower side of the embankment, also for cutting the seat into steps.

The "White Rocks" extend from station 281 to 295. They are of plaister of Paris, but too hard for market. The quantity of rock to be excavated, is not well ascertained, but any difference in cost from the estimate that may arise on that account, will not be very great. If dykes should be made across the rivers at Hantsport and Windsor, instead of bridges, this rock cutting will be advantageous, as stone for those works can be obtained from it more cheaply than from any other source.

At Hantsport there is a pool in the river at low water, in which ships sometimes lie, and in which the deep water comes near to the shore. The place for the wharf is

marked opposite to this pool, and the track must be turned off at station 348, at Halfway River, to this place.

The quantities of earth work are calculated for embankments of eighteen feet base at sub-grade, and slopes of one and a half to one, with ten per cent added for shrinkage, besides small allowances in several places for filling hollows or for sinkage in soft ground. The cuts are in clay, and are calculated for a base of twenty-four feet, and slopes of two to one, except at the jail hill in Windsor, where the ground is gravelly. It is there calculated at one and a half to one.

The rip-rap for protection against the surf, is calculated for a bed of stone eighteen inches in thickness, measured perpendicularly to the slope of the embankment, and to be covered with six inches of gravel, which will be washed in among the stones, and serve to consolidate the mass.

For the culverts, there is no good stone in the vicinity of the road. There are quarries at the Falmouth bog, about two miles off by land, on the bank of the Kenetcook, and possibly some good stone may be obtained at the beach at the Bluff. In either case, the stones may be in large blocks, and will make strong work, but the cost will be greater than otherwise. Also, the calculation is for broad square ends, but in most instances the stream passing through will be very small, and it may be worthy of consideration whether—especially where the embankments are low—these ends may not be dispensed with. This would reduce the culvert work about one hundred yards.

The calculation for the creeks is for wooden sluices, made of squared timber in the sides, and double planking for top and bottom. Under the muddy tide waters timber will last a long time. There has not been time to test the durability of timber so situated, but the common opinion, from the experience that has been gained, is that it will last for at least a century—perhaps several centuries. The expense is about one-half that of stone.

The bridge at Windsor is calculated for piers twenty-two by seven feet at top, with pointed ends projecting beyond the square of the twenty-two feet. The batter on the sides is half an inch to the foot in height, and on the ends two inches to the foot. The foundation is a broad base of flags upon a platform of timber. The abutments are calculated for side walls returning into the embankment.

The bridge at Hantsport is calculated for one span of sixty feet, with heavy abutments built with a batter of one inch to the foot in height. The current is very slight, and the action of floating ice will be quite insignificant.

As regards the question of bridges or embankments across the rivers, there is no danger in building a bridge, whereas there is always some in building an embankment; but I think measures may be taken to reduce the risk to a trifling amount. The dyke at Hantsport may be built with very little risk, and will be considerably cheaper than a bridge. That at Windsor will not be so easily dealt with; the large bay above to be filled by the tide, will draw a rapid current over the dam while building. Also, the water above will not all flow out between tide and tide, so that there will always be a flow over the dam. I think this difficulty can be overcome. The expense of a dam with a stone sluice will probably be somewhat less than that of the bridge, but it must be conceded that it will be attended with more risk.

The collateral advantage from dyking would be to reclaim or improve about 100 acres of marsh at Hantsport, and reclaim about one thousand acres at Windsor. This is the opinion of several persons, but not founded upon a survey. It would also save nearly three hundred pounds per year in keeping up dykes, and in protecting the banks of the marshes along the river; and in addition, it would create an opportunity that might be improved at a small expense, to make up some four hundred acres of flats on the Falmouth side of the river, below Windsor.

As regards the site of the dam, the upper site has, probably, a better bottom than that below, and is shorter by one hundred and fifty feet, which would save a considerable sum in building, but is under the disadvantage of adding eleven hundred feet to the

the length of the road. The lower site is more favorably situated as regards position and length of road ; but the dam will cost more by upwards of three thousand pounds. Another objection is that the drain from Mr. Pellew's quarries comes out above the bridge, at nearly low water, and would be flowed by the dam. The remedy would be a pipe from the drain to the lower side of the dam, at an expense of two or three hundred pounds. There may be fear that the pipe would silt up, but if not too large, I think there will be but little danger. A water pipe eight inches in the bore would probably be sufficient to carry out the water, and would always have a stream through it sufficient to prevent the entrance of mud. This opinion is taken from the appearance of the stream last autumn. In fact the stream has passed through a small drain under the tide for some three hundred feet these ten years without being choaked with mud ; and there seems no good reason why it may not be so carried for a few hundreds of feet further. But if the pipe should fail at some future day, a single horse power will pump out all the water in the wettest seasons.

For the wharf at Hantsport, the cheapest plan to answer the purpose of affording a landing at all times of tide, appears to be a wharf at high water, with a slip down the beach to low water. A steamer can remove up or down the slip as the tide rises or falls, and by keeping on the lee side will lie in slack or eddy water.

As regards the *navigation*, there is a channel twelve feet deep at low water of spring tides running obliquely across to the Newport shore, and continuing onwards across the river to Horton Bluff, I got one course of soundings in it, but was prevented by the ice from getting any more. The charts show this channel, together with others leading out to the Basin of Minas ; they are marked two and a half and three fathoms. Capt. Joseph Cochran, of Windsor, who has had long experience in the Avon River, says that with a good buoy on the outer shoal off Boot Island, and two or three spar buoys along the channel below Hantsport, (the cost about two hundred pounds,) the navigation for a steamer at or near low water would be perfectly safe, but the buoys in the river would not be required by a pilot.

He also says that at a certain stage of ebb tide a sailing vessel might be swept by the current upon the bar below this channel, unless she had a good wind ; but there would be no danger of a steamer. A little below where this channel strikes the Newport shore is a landing place wharf at high water, which might perhaps answer for a station to touch at. A boat slip of three feet high and ten feet wide, for passengers and light freight, might be carried to low water for about ten shillings per running foot.

The channel at lower water at Hantsport is about nine hundred feet in width, and carries a depth of ten to sixteen feet, for six hundred of this, at the lowest water, I got two lines of soundings as marked upon the plan, but was prevented by ice from taking any more. I also got one line of soundings all the way down the channel to the Newport shore, and thence obliquely across the river to the "Blue Beach" above the Bluff.

The low water channel is not intricate ; the shipmasters at Hantsport say they can make a direct course from Minas Basin to the light house at the Bluff, then another to the Newport shore, and a third directly to Hantsport.

At less than half a mile above Hantsport the river is barred across, and then continues to rise to Windsor, where the low water level is ten feet above that at Hantsport ; of course there is no low water navigation above the latter place.

I am, sir,

Respectfully,

Your obedient servant,

GEORGE WIGHTMAN.

JAMES LAURIE, esq,
Chief engineer N. S. railway.

Summary

Summary of curves and straight lines.

No. of curve.	Length of curve. in feet.	Radii in feet.	Deflection in degrees.	Total deflection.
1	18.25	14.32	73 ° 0'	
2	9.66	19.10	29 ° 0'	
3	18.00	28.65	36 ° 0'	
4	30.93	28.65	61 ° 52'	
5	8.07	28.65	16 ° 8'	
6	9.43	57.30	9 ° 26'	
7	25.82	26.44	55 ° 57'	
8	9.64	28.65	19 ° 17'	
9	10.43	28.65	20 ° 52'	
10	5.70	16.37	20 ° 0'	
11	11.60	16.37	40 ° 30'	
12	6.40	14.32	25 ° 36'	407 ° 38'

16393 curve.
20007 straight.

36400 feet, or 6.893 miles.

Wharf at Hantsport.

For the wharf at Hantsport, the cheapest plan for affording a landing at all times of tide, appears to be a wharf at highwater, with a slip directly down the beach to low water. A steamer can move up or down the slip as the tide rises or falls, and by keeping on the lee side will lie in slack or eddy water.

This slip, owing to the formation of the beach, will be, in the middle part, near twenty feet in height, and it is a question not easily answered whether so great an obstruction to the current may not cause the settlement of a bank of silt on one or both sides of it. This will depend much upon the strength of the current; if it be sufficiently strong the water will be heaped up against the slip, and will run off laterally, carrying the silt along with it. Breakwaters carried out in rivers to protect the banks have been known to do harm by producing counter currents. This is sure to happen when the main current is very strong. The current at Hantsport is not sufficiently strong to have this effect, yet I think it is generally sufficient to keep the sides of the slip clear. Where the current is very slight, it is probable that mud would settle in such a place. At Mr. Churchill's wharf, the southern side, up stream of the river, is perfectly clear of silt; it rather appears as if a portion of the original bottom were washed away. On the northern side is a small deposit towards high water, and where there is but little strength of current, but near the outer end of the wharf, very little if any. Probably, whatever silt is deposited during the flood tide, is swept away by the ebb, and vice versa. The most likely place for an accumulation of silt is in the angle of the slip with the wharf.

The only sure way to prevent the lodgment of silt, should it incline to accumulate, will be to leave openings under the slip that will allow the current to sweep along the bottom. If this current be too strong, it will be difficult to fasten a vessel to the lee side of the slip, and if too weak, it is doubtful whether, by preventing the formation of an eddy, and at the same time not having sufficient strength to sweep away the silt, it may not do harm instead of good. This question can only be settled by experience, but by making sure to have the openings sufficiently large, the stream through them can easily be regulated by partially closing them to meet the circumstances.

The part of the slip to be built in this manner reaches from the front of the wharf to low water mark—360 feet. The height proposed for the openings is three feet in the clear, the pillars between to be as narrow as practicability will allow—say one fourth of the openings. The expense over and above that of a structure solid to the bottom, will be about £400, but it gives a control over the settlement of mud at the sides of the slip, whereas if it be built solid, and mud should accumulate, the evil will be without remedy.

For the surface of the slip it may be a question whether it would answer to lay it as a macadamized road; but in view of the ice and surf, it is to be feared such a covering would not stand, and I have therefore estimated for a flooring of plank. The increase of expense will be about eighty pounds.

The best manner of building is also a subject for consideration. It must necessarily possess great strength and inertia to resist the shocks of heavy bodies. The most obvious plan is that of a crib of timber filled with stone, but this would be very expensive; the stone for filling would amount to ten thousand yards, and the expense for that item alone, at four shillings per yard, two thousand pounds.

A cheaper plan is to fill in two or three feet in width on each side with stone, and the intermediate space with sand from the adjoining bank; but this will require two additional courses of logs, and extra labour in breaking and packing the stone, and in mixing with gravel to keep them tight.

A still cheaper plan is to line the side walls of the slip with plank, and fill the whole inside with sand and gravel. This is the method upon which the estimate is founded.

The wharf at high water, it is proposed to build in the ordinary manner, with timber as high as the high water mark of neap tides; above that with dry stone wall, and to be filled in with rip-rap around the outside, and with gravel and sand in the central part. The top to have a surface of gravel, except a plank floor of about sixteen feet in width, along the front and southern side.

In this connection there will also be required about ten thousand yards of embankment for station ground.

The whole expense as per estimates herewith is:

For wharf,	£1988	0	0
Slip,	2791	15	0
Embankment for station, ten thousand yards, at £40,	400	0	0
Extra track, say 2000 feet,	870	0	0
Switches and tracks on wharf,	200	0	0
	<hr/>		
	£6249	15	0

The estimate for the timber is based upon present prices; an unusual demand, or a rise in the value of deals, might raise the price of logs; also greater activity in ship-building might raise the value of carpenters' work. The amount of work to be affected by these circumstances, is about £2000; and adding fifteen per cent for these contingencies, makes up £6549 15 0, or say in round numbers, about £6500.

Detailed estimate of wharf at Hantsport.

Outside timber of walls, 12 inches square, 90 tons at 20s.	£90	0	0
Logs for interior, 172 in number, 20 feet in length, 9 inches in diameter at small end, at 4s.,	34	8	0
Ties, 460, 18 feet long, at 4s.,	92	0	0
Sleepers for flooring, 40, at 4s.,	8	0	0
Fender piles, 20 to 30 feet in length, to square 12 × 14 from 10 to 15 feet of larger end, at 15s.,	22	10	0
Protection timber for edge of wharf, 14 × 14, 24 tons, at 25s.	30	0	0
7 M. 3 inch plank flooring, at 7l. 10s.,	52	10	0
Treenails, 2 in., 2½ feet long, beech or oak, 2000,	5	0	0
	<hr/>		
	£334	8	0

Stone

Stnoe for rip-rap, 1200 yards, at 5s. 6d.,	£210	0	0	
Do. for wall, 800 yards, at 5s.,	200	0	0	
Bolt iron, 1½ tons,	22	10	0	
Spikes, 1600 lbs. at 3d,	20	0	0	
				452 10 0
Laying skeleton of wharf, at 40s. per 100 feet lineal of each course of timber, outside measure 3500 feet,	£70	0	0	
Laying 600 ⁺ superficial feet flooring,	12	0	0	
Driving and fastening fender piles,	20	0	0	
Laying 1200 yards rip-rap at 3s.,	180	0	0	
Laying 800 yards dry wall, at 5s.,	200	0	0	
				482 0 0
Filling and ramming 2000 yards of earth, at 2s.,	£200	0	0	
Filling with sand, 10,000 yards at 40l. per M.,	400	0	0	
Filling with gravel, 1600 yards, at 1s. 6d.,	120	0	0	
				720 0 0
				£1988 0 0

Estimate of slip.—Lower blocks.

Timber, 180 tons at 20s.,	£180	0	0	
Ties,	15	0	0	
Laying,	45	0	0	
Piling,	90	0	0	
				330 0 0
Flooring of poles, 4 inches diameter at small end, 12 feet long, 2400 at 30s.	36	0	0	
Levelling off the ground and laying,	10	0	0	
				46 0 0
Flooring over the blocks, of logs 16 feet long and 8 inches diameter at top end, 860, at 3s.	129	0	0	
Laying, at 1s.	43	0	0	
Broken stone upon the flooring, 1 foot deep, 400 yards, at 6s.	120	0	0	
Gravel upon the stone 1 foot deep, 400 yards, at 1s. 6d.	30	0	0	
				322 0 0
From the top of the blocks upward, timber for outside walls, 260 tons at 20s.	260	0	0	
One tier of logs along the middle, 260 logs of 20 feet in length, 9 inches diameter at the small end, at 3s. 6d.	45	10	0	
Ties 18 feet long, 1800 at 3s. 6d.	315	0	0	
Treenails, 2 inch, 2400, at 5l.	12	0	0	
Fender piles 75, at 10s.	37	10	0	
Protection timber along the sides 750 feet lineal, 12 × 14, 22 tons, at 25s.	30	0	0	
Timber along centre for fastening floor,	13	10	0	
Plank for sides, 3 inch, 20 M. at 6l.	120	0	0	
Plank for flooring 12 M. at 7l. 10s.	90	0	0	
Bolt iron, 3 tons, spikes 3200 lbs.	90	0	0	
Mooring rings, &c.	20	0	0	
				1033 10 0

Laying timber and ties in the sides, 10500 feet lineal, at 45s. per 100 feet,	£236	5	0	
Putting in side planking,	30	0	0	
Laying floor,	20	0	6	
Driving and securing fender piles, putting in mooring rings, &c.	40	0	0	
				326 5 0
Gravel filling at sides, 500 yards, 1s. 6d.	37	10	0	
Sand, filling the centre, 5000 yards,	200	0	0	
				237 10 0
				£2295 5 0
Part of the slip at the north end of the wharf, timber, 60 tons, at 20s.	60	0	0	
Longitudinal logs in centre, 120 in number, at 3s. 6d.	21	0	0	
Ties, 300, at 3s. 6d.	52	10	0	
Plank for sides, 3 M at 6l.	18	0	0	
Plank for flooring 7 M. at 7l. 10s.	52	10	0	
Treenails,	3	0	0	
Protection timber, fender piles, and mooring rings,	40	0	0	
Laying side timber, 2400 feet lineal, at 40s. per 100 feet,	48	0	0	
Side planking, laying floor, &c.	17	0	0	
Bolt iron and spikes,	30	0	0	
Gravel, 200 yards, at 1s. 6d.	15	0	0	
Sand, 3500 yards, at 40l.	140	0	0	
				496 10 0
				£2791 15 0

Crossing of the Hlaf-way River, at Hantspoet.

The rise of the tide at this place is about forty-five feet, and if crossed by a bridge it will require piers, including foundations of fifty feet in height; and comparing with the estimated expense of the Avon River bridge at Windsor, a bridge appears to be very much more expensive than an embankment. The space to be filled up by the tide above this point, does not exceed sixty acres, and the current of this water running in and out is very slack.

Under these circumstances, an embankment may be built with perfect safety; and it will not cost nearly so much as a bridge. But to bring it within a reasonable expense, it will be necessary to leave the sluice open, in which case it may be made of wood. The immersion in the muddy salt water will preserve it, at least a century, perhaps longer; whereas, if it be closed with valves, it must not only be made of much greater strength to resist the pressure of the water, but as the valves will be at the outer end, it will decay in a short time. To secure durability, it would be necessary either to keep it constantly immersed by a dam below, or to build it of stone; and the advantage to be gained by reclaiming the sloping banks of the river would not compensate for so great an expenditure. By the partial stoppage of the influx of tide, the surface of the marsh would not be covered, and probably the grass would grow on the banks of the river for some distance downward from the surface of the marsh, so that the improvement of the land would be nearly as great as if the tide were wholly kept out.

Another advantage to be derived from the embankment is, that it would facilitate the making of a common road along the side of the rail road. The distance by such road from the wharf to where it would strike the Mount Denson road, is one mile and three quarters, and by the present road two miles and a half. The saving in distance is three quarters of a mile, besides getting the road upon more favourable ground. About six hundred

hundred pounds for extra earth work would carry this road across the river, and, at the same time, render the embankment more secure.

To secure the embankment while building, it may be enclosed at the sides with walls of timber and stone. The section shows the arrangement. The narrow space between the two outside tiers of logs is to be filled with stone, and the inner tier is merely to keep the ties steady before filling in the gravel. If the tide is likely to wash away the gravel, it may be protected with boards. Also, if the foot of the embankment should be endangered, it may be protected in the same way. When the embankment has arrived at the height of neap tides, it may be carried to the full height in the interval between two sets of spring tides, which will save some expense. Above the height of the lowest neap tides, the bank may be pitched with stone on the outside, and below a good coating of clay protected with rip-rap.

Estimate of embankment.

Longitudinal timber, 960 logs, at 7s., including laying,	£336	0	0		
Ties, 800, at 5s. when laid,	200	0	0		
Stone, 1400 yards at 5s.	350	0	0		
Gravel, 24 000 yards, at 40l.	960	0	0		
Clay, 600 yards, at 2s.	60	0	0		
Pitching, 2 feet thickness, perpendicular to the face of the embankment, 300 yards, at 7s.	105	0	0		
Rip-rap, 600 yards, at 4s.	120	0	0		
Waste upon boards for protection,	30	0	0		
				2160	0 0
Temporary bridge,	150	0	0		
Bolt iron, 2 tons,	30	0	0		
Sluice and apron,	950	0	0		
				1130	0 0
Contingencies and accidents, say				210	0 0
				£3500	0 0
Embankment, 12500 yards, at 40l.				500	0 0
				£4000	0 0

Estimate for Avon bridge.

Southern abutment.					
Rubble masonry in walls, 348 yards, at 40s.	£1056	0	0		
Ashlar in ditto, 145 yards, at 70s.	507	10	0		
Block of dry masonry, flag, 10 feet deep, and extending 12 feet back from the front, 10x11x12=1320 feet=49 cubic yards, at 25s.	61	10	0		
Dry linings, 6 inches thick, 36 yards, at 10s.,	18	0	0		
				1643	0 0
Filling inside with clay punn'd, 400 yards, at 2s. 6d.	50	0	0		
Embankment, 4500 yards, at 1s. 6d.	337	10	0		
Puuning embankment,	80	0	0		
Rip-rap protection, 18 inches deep, over the embankment, two feet deep on the slope along the abutment, mea- sured perpendicular to the surface of the embankment, 500 yards, at 7s. 6d.	187	10	0		
				675	0 0
				£2298	0 0
					North

North abutment.

Masonry as for south abutment,		£1643	0	0
Piles, 50 in number, 25s.	62 10	0		
Beton between the piles, 3 feet in depth, 90 yards, at 25s.	112 10	0		
Embanking, protection, &c.	508 0	0		
			683	0 0
				£2306 0 0

Pier.

Crib—70x30 feet in the clear.				
Timber, 38 tons, fitted at 27s. 6d.	38	0	0	
Bolts,	13	0	0	
12 guide piles, at 15s.	.9	0	0	
Workmanship,	9	0	0	
Dredging, 48 yards, at 6s.	144	0	0	
Stone and gravel, 140 yards, at 5s., below water,	35	0	0	
			261	0 0
Timber platform, 140 tons, at 25s.			175	0 0

Masonry.

Rubble—base 6 feet deep, 12x45 at top, 18x51 at bottom, 160 yards, at 40s.	320	0	0	
Ashlar—top, average 7x26, bottom 10x38, height 33 feet, 334 yards, at 70s.	1168	0	0	
Scaffolding, &c.	72	0	0	
			1660	0 0
				£2096 0 0

Recapitulation.

South abutment,			2298	0 0
North abutment,			2306	0 0
Six piers, at 2096 <i>l.</i> each,			12576	0 0
4000 yards rip-rap protection of bottom, 4s.			800	0 0
			17980	0 0
7 spans of superstructure, 160 feet each, 1120 feet lineal, at 15 <i>l.</i>			13800	0 0
				£34780 0 0

General estimate of the railroad from Windsor to Hantsport.

Earthwork 200,000 yards, average haul 1100 feet, at 1s. 3d.	£12500	0	0	
Rock 24500 yards, at 2s.	2450	0	0	
Extra cutting, to spoil, and for seats of embankments,	375	0	0	
			15325	0 0
Bridge and approaches at Winkworth road,	1920	10	0	
Ditto station, 34,	486	5	0	
Ditto station, 41—wood,	160	0	0	
			2566	15 0
Culverts,	765	0	0	
Wooden sluices in creeks,	270	0	0	
Picketing from 270 to 281,	50	0	0	
			1085	0 0
				Protection

Protection against surf, rip-rap and gravel, 18 inches thick, 10000 yards stone, at 4s.	£2000	0	0		
4000 yards gravel, at 2s.	400	0	0	2400	0
Road crossings at different places,	455	0	0		
Catch drains, 6000 yards, at 1s,	300	0	0	755	0
				22131	15
Wharf and station at Hantsport,				6500	0
Embankment at Half-way River,				4000	0
Wharf at Windsor,				1500	0
Superstructure 6 8 miles, at 2500 <i>l</i> .				17000	0
				51131	0
Bridge at Windsor, say				35000	0
				£86131	0

Buildings, contingencies, &c.

Soundings in channel of Avon River, below or north of Hantsport, 17th Dec. 1858.

Time.		Depth.	Height of tide	Depth at	
H.	M.	feet.	above	extreme	
P.	M.		low water.	low tide.	
1	23	29.7	10 0	19.7	
1	28	26.4	9 5	16.9	
1	29	23.7	9 4	14.3	
1	30	23.1	9 3	13.8	
1	32	22.4	9 0	13.4	
1	33	22.4	8 9	13.5	
1	34	22.4	8 8	13.6	
1	35	21.8	8 7	13.1	
1	36½	23.7	8 6	15.1	
1	38	22.4	8 5	13.9	
1	39½	25.1	8 4	16.7	
1	41	27.7	8 2	19.5	
1	42	27.7	8 0	19.7	
1	43½	27.7	7 9	19.8	
1	45	19.2	7 7	11.5	
1	46	31.6	7 6	24.0	} West of channel. 200 feet eastward from last sounding, opposite Black Rock.
1	48	29.7	7 4	22.3	
1	51	26.4	7 2	19.2	
1	53½	23.1	6 9	16.2	Opposite Conlay's wharf, 2000 feet off.
1	57½	17.8	6 6	11.2	On middle ground.
2	3	31.6	6 0	25.6	½ breadth of river from west shore.
2	11	43.5	5 2	38.3	Opposite Blue Beach creek.
2	14	51.4	5 0	46.4	Half-way from Blue Beach to light house.

The low water is taken 10.20 feet above datum, which was probably as low as was ever known.

Height

Height of high water above datum, with the dates on which it occurred, at and near Hantsport.

Date.	Height.	
November 23.	56.79 feet.	Spring tides.
December 19.	55.08 "	"
" 21.	56.90 "	"
" 23.	57.08 "	Highest spring tide.
" 27.	55.74 "	"

Height of low water from same datum.

Date.	Height.	
November 22.	12.00 feet.	Not sure it was quite low water.
December 1.	12.93 "	"
" 14.	15.61 "	"
" 16.	13.62 "	"
" 17.	11.45 "	"
" 23.	10.36 "	These were called extreme high tides, and were noticed as such by the news- papers in different places round the Bay of Fundy.
" 24.	10.20 "	
" 25.	10.73 "	

*Engineer's Office,
Halifax, March 12th, 1859.*

SIR—

In answer to the honorable the provincial secretary's letter of the 1st instant, submitted to me, requesting information touching the question how far the proposed extension of the railway to Hantsport may be reasonably expected to prove remunerative, I beg leave to submit the accompanying statement prepared by Mr. George Wightman, whose intimate acquaintance with the province, and the course of trade, enables him to speak with some degree of certainty as to the probable results.

Respectfully, I am, sir,

Your obedient servant,

JAMES LAURIE,
Chief engineer.

Hon. JAMES McNAB, chairman railway board.

Working of the road from Windsor to Hantsport.

The road is level, the greater part in embankment, and if well ballasted, will be smooth and unaffected by frost, and cheaply worked. The wear of machinery will be less upon it than upon the average of the road between Windsor and Halifax. Also, the distance from Halifax is not so far increased, but that the trains may be run up and down in a day, in the same manner as they now are to Windsor. The train hands therefore will not be increased, and as the principal terminus will be at Hantsport, the increase in depot hands will be only that due to a way station; and the extra cost of running will be only, that due to the wear and tear of machinery and the fuel and oil consumed upon seven miles of a smooth and level road.

The wear and tear of rolling stock may be estimated from the experience on other roads. The Massachusetts rail road reports are very minute on this point, and I have taken the accounts of the cost of repairs of rolling stock on several of these roads for the

the years 1846, '47, '48, '49 & '53. This was before competition, had caused a great increase of speeds; except in a few cases; and the roads were run generally about the same speed that would be prudent on your road—say 20 to 25 miles per hour. The cost of repairs of engines and cars on twelve of these roads, is contained in the following table, which gives the average of each road for five years, and the general average of the whole.

Table of the cost per mile per train of repairs of engines and cars upon the following roads—extracted from the Massachusetts railroad reports.

Designation of road.	1846.	1847.	1848.	1849.	1853.	Average.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston and Worcester,	22.7	17.6	13.2	15.7	13.8	16.6
Western,	11.6	11.8	14.2	14.0	17.2	13.8
Nashua and Lowell,	20.6	19.2	23.1	17.0	14.2	18.8
Boston and Lowell,	12.6	14.8	16.0	21.5	19.7	17.0
Boston and Maine,	9.6	12.4	9.0	11.4	8.9	10.3
Eastern,	5.8	5.0	8.5	9.0	10.8	7.4
Fitchburg,	8.7	10.5	9.2	10.0	8.3	9.6
Old Colony,	11.0	11.8	14.2	10.8	13.9	12.3
Fall River,		7.3	11.0	17.0	16.0	12.8
Norwich and Worcester,		10.9	16.6	7.6	12.2	11.8
New Bedford and Taunton, and Taunton branch,	7.0	7.5	14.6	16.4	19.5	13.0
Connecticut River,			11.7	12.2	14.5	12.8
Boston and Providence,	17.1	14.4	10.7	9.0	8.0	11.8
						13 } 168.0
						Average of the whole nearly 13.0
<i>Oil</i> —upon an average of 20 roads for two years, making 40 years,						1.7
						14.7
<i>Wood</i> —could only get the quantity consumed in three instances, which were 28 to 33.42 miles, per cord, average 31.4 miles, and putting it at 20s. per cord, it comes to per mile,						12.7
						Total, 27.4

This it must be borne in mind, is the average of a great number of roads, many of them is mountainous regions, hilly and crooked, and in different states of perfection as regards the smoothness of the road. In view of these circumstances, it may be fairly presumed that the same class of expenses upon the Hantsport road will not exceed 1s. 3d. per train per mile, or 8s. 9d. for one trip over the road.

The repairs of the road, if it be properly ballasted, will be very little—not more than the labour of two men, who will be required to attend the fastenings of the rails, and a fair provision for removal of sleepers.

The expense for 7 miles of road will be for 6 trains per day in summer, and 4 trains per day in winter.

156 days, at 52s. 6d. per day,	£409 10 0	
156 days, at 35s. per day,	273 0 0	£682 10 0
Labour in keeping road in order, two men constant, say		180 0 0
Removal fund for sleepers, say		20 0 0
Station expenses, say		217 10 0
		£1100 0 0

The above averages of repairs of rolling stock do not take in the depreciation by general wear. This is not easily arrived at by the reports. On different roads the management in this respect is different, and the accounts differently kept; but it is a common opinion that the stock will generally wear out in 15 or 16 years. Taking this to be the fact, the rolling stock to be renewed, will be worth about 20,000*l.*, and a renewal fund of about 1200*l.* annually will meet it—and $\frac{1}{5}$ of this is 165*l.*, the portion due to Hantsport division.

The *rails*—if the road be properly worked, will last 50 years, and then be worth half price. The deterioration will therefore be about 700*l.* per mile in 50 years, and the annual sum required to be funded at compound interest to meet this will be 3*l.* 12s. or in round numbers 25*l.* per year for the seven miles. This added to 165*l.* for renewals of railway stock, and to 1100*l.* for working the road, makes a total of 1290*l.* per annum.

To meet this, we have that part of the existing traffic which belong to the northward of Windsor. This cannot be exactly found, but still it may be estimated with a tolerable degree of accuracy.

By the returns of the working of the road, the whole income for six months of the Windsor road was :

Passengers,	£4984
Horses and waggons,	444
Freight,	1552
	£6980

This for 44 miles is 158*l.* 12s 6d. per mile—suppose two thirds of this to belong to the northward of Windsor—it amounts to 105*l.* 15s. per mile, or 740*l.* 5s for 7 miles in six months, equal to 1480*l.* 10s. for the year. This leaves about 200*l.* towards the interest. The increase of traffic which would take place upon the whole line in consequence of this extension, should be credited to it. This increase is uncertain, but from the facilities afforded by a low water harbour, there seems a prospect of it being considerable. The terminus will be six miles nearer to Horton, and by means of a small steamer on the Basin, a great many heavy articles, lumber, agricultural produce, &c. would be brought to Hantsport from different points, that probably would not be brought to Windsor. Also, if a steamer were run from St. John in connection with the Boston boats so as not to loose time, it is likely that the travelling in that direction would be largely increased. Again, Amherst is distant from Truro 64 miles, the road crossing a mountain 800 feet high, whereas from Parrsborough it is 37 miles over quite a level road. A steamer crossing the Basin at stated times with certainty, would draw a considerable share of that traffic by Hantsport.

A light steamer might ply between Horton, Cornwallis, Parrsborough, Five Islands, Economy. and the south shore of the Basin from Noel to Avon River. The greater number of these places are high water harbours, and a steamer can leave them and go to Hantsport in the same tide, but not to Windsor. For instance, take the old Cornwallis ferry for one point. This a centre of dense population, and a steamer can leave at any time within an hour and a half of high water, before or after, and proceed immediately to Hantsport. The same remarks will apply to Canning. The distance from the former of these places to Hantsport is 14 miles, and from the latter 12 miles, and a steamer can go from either of them in an hour and a half. Then Parrsborough may be called upon in the intermediate days between the trips of the Saint John steamers, and the shore may be touched at all the way up to Big Village on the north side.

The

The south shore from Noel downwards may be visited in the same manner. The distance from Noel to Hantsport is 27 miles, and a steamer may start before high water, visit the different points on her way down, and arrive at Hantsport before low water. This circulation of traffic could not be carried on to Windsor, because that port could not be reached in the same tide of leaving the several points around the basin; and in like manner the points only accessible at high water cannot be approached in the same tide of leaving Windsor. By making Hantsport the point of connection with the railroad, a steamer need never wait for the tide.

For instance, she would leave Canning or Cornwallis ferry within an hour and a half of high water, before or after, go to Hantsport, and be ready to start again in three hours, proceed to Parrsborough, and the next flood go to Economy, Noel, or other point eastwardly of Parrsborough, and back to Hantsport on the next ebb.

It may be seen at a glance that these arrangements would add a great deal of traffic to the road, which would not otherwise find it. By bringing facilities to the doors of the people of Horton and Cornwallis a great passenger traffic would be developed in two or three years. This has always followed the creation of facilities, generally trebling the travel in about three years.

Another increase of traffic may be expected from the coasts of the Basin, and from the region in the rear of Parrsborough. This comprises a distance of about twenty miles on each side of the Basin, and taking but six miles back, covers an area of near two hundred and fifty square miles. The land is as good as any other upland in the country, but it is sparsely inhabited, owing to its isolated position—give them the facility of a steamer coming to their doors every week, and production and settlement would increase at a rapid rate. At only twenty to the square mile the population would be 5000, and it might be expected to come up to this in a short time. Their outlet to a market would be confined to the railroad. If they contributed but ten shillings a piece, it would amount to 2500*l.* a year, the far greater part of which would never reach the terminus at Windsor. But it is not too much to expect that this district would shortly come up to ten thousand of a population. This is only one family to one hundred acres of land, and might still be called a sparse settlement.

I have assumed ten shillings per head for the contribution of these people, but in the United States it amounts to from three to five dollars per head, and there seems no good reason why it should not in a short time rise to as high a figure here—about two-thirds of this amount would be credited to the road, and the other third to the steamer.

It may be proper to remark here, that the traffic from Cornwallis would certainly be increased by these facilities, beyond what it would otherwise be, and the surplus is to be credited to the Hantsport road, but with regard to the coasts of the Basin eastwardly and the country in the rear of Parrsborough, four-fifths of it at least may be termed a new creation. It could not exist without a steamer upon the Basin, and the steamer could not be made to pay without the facility of a low water harbour in the Avon River. If a steamer to Windsor were kept up by the province, travellers would not go in her unless at favourable times—and for the people along the Basin shore, it would always take an ebb and flood to get to Windsor, and the same to return—whereas, they could reach Hantsport on the ebb, and return on the succeeding flood. In fact the extension to Hantsport will be *virtually* adding thirty miles to the length of the rail road, as regards the traffic commanded.

As regards the traffic of Cumberland, if a steamer were to touch regularly at Parrsborough, it would nearly all come over the Windsor road, but such part of it as would otherwise go to Truro, would be diverted from *that* road. It may be presumed however, that there would be a considerably greater amount of traffic owing to the increased facility, and this increase whatever it might be, should be credited to the Hantsport extension.

As regards the freight to New Brunswick, it is probable that the whole of that brought by the English steamers would be taken by this route. There is a peculiarity in the case

case of this extension that does not apply to railroads in general. Generally the working expenses are charged against the income from traffic, and it is only the balance that figures as profit. But in this case the road to Windsor is already built, and must be kept up, and in its equipments is able to carry much more than its present traffic, without any addition to the expense, except perhaps a trifle for portorage and wear of cars. All the new traffic therefore that may be drawn to it by means of the Hantsport extension is justly to be credited to that work alone.

It has been shown that the traffic already existing is fully sufficient to pay working expenses and provide for a renewal fund upon the extension, leaving the greater part of the newly developed traffic over the whole road to Halifax, to pay interest.

In view of all the circumstances, it seems not improbable that the increase would be considerable the first year. It will take two years to build the road, and while this is going on preparations will be making by the inhabitants around the Basin to meet it. It seems not too much to expect that an increase of fifteen per cent. upon the whole income of the road will accrue from this source the first year, and that it will in a few years come up to the interest upon the cost of the extension. Fifty per cent. additional traffic would be sufficient. There are already probably eight thousand people within a short distance of the shores of Basin, the traffic of whom has hardly been touched, ten shillings a piece from them would amount to £4000.

It has been hinted above, that when those isolated portions of the Basin shore are brought into the regular current of traffic, a great increase of population may be expected. For each thousand of such increase some four hundred pounds will come into the provincial treasury in the form of duties upon consumption, but so far as this increase may be caused by the Hantsport extension, the credit is fairly due to it. Upon a view of the whole subject, it seems not improbable that the extension would in the course of five or six years develop a traffic that would pay its interest, and that an impulse would be given to the population and wealth of the region round the Basin that would continue for a long time to come.

There is another matter connected with the subject that may not improperly be mentioned here. There is in the upper part of the Basin an excellent fishery; herring fully equal in quality to those caught at Digby. They have never been made an article of export, owing probably to the want of a ready market. A regular traffic accommodation would make these fish available as an export. The carriage of them on the railroad might not amount to much, but as an addition to the productive power of the country, they will be of considerable consequence.

I am, sir,

Your most obedient servant,

GEORGE WIGHTMAN.

JAMES LAURIE, esq,
Chief engineer N. S. railway, Halifax.

TO THE HONORABLE THE CHAIRMAN OF THE R. R. COMMISSIONERS.

Richmond, March 7, 1859.

SIR,—

In answer to your request that I should, for the information of the government, state any circumstances bearing upon the question as to whether the proposed extension of the railway from Windsor to Hantsport, will probably prove remunerative, I have the honor to reply as follows :

The

The returns on the Windsor branch, and the number of passengers carried on steamer days, show that the chief travel were through passengers to New Brunswick or the United States.

The disadvantage under which this traffic at present labors, arises from the tide at Windsor permitting the steamer to be at the wharf only about two hours at high tide each trip. In case of fog or other detention by which a tide is lost, a delay of at least twelve hours ensues, involving often a loss of seventeen hours before another train starts. This inconvenience to passengers is very great; they of course calculate upon the hour at which they will arrive at their destination, and any chances of delay operate most seriously to the detriment of the receipts. By extending the railway to Hantsport or some other point where a low water pier accessible at all times can be reached, speedy communication between Halifax and St. John will be insured at all hours, and the route will thus obtain a character for regularity, bringing with it of course an amount of business which otherwise can never be obtained.

The benefit of extending the railway to a low water harbour would be felt not only by travellers to St. John and Boston, but also by those going to Cumberland and its neighbourhood, and by giving the western counties greater facilities, produce which at present is sent to St. John, would find its market in Halifax.

The experience of last season has not afforded sufficient information upon which to make any estimate as to the amount of increased receipts consequent upon the extension of the line to Hantsport. The following general reasons will, however, show why I deem it will prove remunerative.

Of the 45 miles, the length of railway from Halifax to Windsor, 40 miles are through lands at present uncultivated. Of this distance from 18 to 20 miles are through rock, and bogs, which can never be tilled, and the balance will certainly be several years before they become settled to any extent.

In contrast to this, the proposed line from Windsor to Hantsport goes through a richly cultivated district, and leads to the most fertile and populous counties in the province—hence it is certain that this extension *must pay per mile far better* than any other portion of the Windsor railway.

The experience of all railways has shown the advantage of making such arrangements at terminal stations as will facilitate the largest amount of business. To this end several railways in England have gone to great expense in providing harbour and steam accommodation; and I therefore conclude that this extension to Hantsport, being on the same principle must produce the same result, and prove beneficial both to the province, and to the receipts of the Windsor line.

I have the honor to be,

Sir,

Your most obedient servant,

J. R. MOSSE, superintendent.

No. 9.

POST MASTER GENERAL'S REPORT.

General post office, Halifax, February 1, 1859.

SIR,—

I have the honor to transmit, for the information of his excellency the lieutenant governor, and his government, the usual returns, in detail, numbered from 1 to 11, in reference to the management of the post office department in this province, during the year ended 30th of September last.

The several alterations, and suggestions recommended by the committee of the post office in their report of last year to the house of assembly, have been carried into effect.

Two post offices, and fourteen way offices, have been added to the number of those established last year, shewing a total of 71 post, and 294 way offices,—and I here beg to annex a tabular statement, shewing the progressive growth of the department, from year to year, since 1851, viz. :

Date.	No. of Post Offices.	No. of Way Offices.	No. of miles of established Post route.	No. of miles of annual Mail travel.
1851	40	103	2487	352074
1852	43	133	2649	462024
1853	51	174	2743	483298
1854	59	201	3027	508990
1855	61	246	3347	543622
1856	65	277	3579	692252
1857	69	280	3623	703040
1858	71	294	3748	732086

The average number of newspapers posted at, delivered from, and passing through, the Halifax office, shews a falling off, compared with that of the previous year. This may be accounted for, in a great measure, by the imposition of a tax of 1d. on *British* papers.

In 1857 the No. amounted to

1,193,488

In 1858,

1,121,016

This mail matter is forwarded through the post office department throughout the province free of charge,—in like manner are magazines, pamphlets, &c. under 2 oz. in weight, sent free,—thus shewing a large amount of work performed, from which no revenue is derived by the department.

As regards the letter portion, an increase of over 15,000 has taken place this year, compared with that of last year.

In 1858 the average number in the Halifax office alone, was

603,668

In 1857,

587,981

Owing to the extension of the city of Halifax, the large amount of correspondence which is forwarded from the United States, for this town, and the desire I had of facilitating, as much as possible, the delivery of the correspondence, an additional letter carrier was authorized, which is of much public convenience, and I trust generally appreciated, as the public obtain their correspondence at a very much earlier period than they otherwise would do, were only three employed.

REVENUE AND EXPENDITURE.

As a proof that the department is in an improving condition, and advancing steadily, notwithstanding the depressing influence which the commercial difficulties of the past year have had upon all branches of trade and industry, and which, to a certain extent must necessarily have affected the post office,—I would beg to observe, that though the expenditure of the past year exceeded that of the previous year by 477*l.* 1*s.* 6*d.*—yet the deficiency to be provided for *this year*, is 77*l.* 16*s.* 1*d.* less than 1857.

The net available receipts of the post office department, during the past year, after deducting 456*l.* 14*s.* 7½*d.* of dead letters, and the British portion of “packet postage,” of 1829*l.* 9*s.* 10*d.*, amounted to 8533*l.* 0*s.* 8*d.* In 1857, the total revenue of the office was, 7979*l.* 3*s.* 1*d.* Shewing an increase of 553*l.* 17*s.* 7*d.* during the past year, as will appear on reference to report No. 1, herewith transmitted.

All the items of the above statement of revenue and expenditure, will be found detailed under the proper headings in the accompanying returns, Nos. 1 to No. 5.

With respect to the *mail services*, I beg to report, that six new mail routes have been established during the past year, and three increased from a weekly to a semi-weekly and tri-weekly mail; parties interested paying *half* the expense. The sum of £14 *l.* 5½*d.* has already been received as part payment of the two additional mails established last year, viz: between Mabou and Baddeck, and Baddeck to the upper settlement of Big Baddeck River. The total number of routes now established throughout the province, amount to 158, at an annual cost of £8,736 *l.* 17*s.* 1½*d.*

The mails from the capital to Windsor and Truro, are now carried by the cars daily. The railway commissioners charging the department £600 a year for the two services, viz:—For the Windsor route,

£250 0 0

Do. Truro service,

350 0 0

The contract on the western route, which was originally taken at an annual cost of £499 by the Messrs. King's, for carrying a daily mail to Kentville, and tri-weekly to Annapolis, was submitted to competition, the mails to start from Windsor instead of from Halifax, and has been taken by the same parties at the low figure of £5 a year; which is merely a nominal amount, and was, I presume, taken by Mr. King to prevent other parties from competing with him on this line of road, in consequence of his having so much stock on hand that could not be disposed of without considerable sacrifice, and, rather than the service should fall into other hands, tendered for this small sum.

As regards the eastern mails, on and from the 1st of January last, the mails for New Brunswick and Cape Breton started from Truro, and, according to the terms of the contract, (which has been transferred from Mr. Hyde to Mr. Wm. Cunard,) the sum of 4*l.* 10*s.* for each mile shortened and saved, is to be deducted from the original amount, 60 miles have consequently been saved, which, at 4*l.* 10*s.*, amounts to 270*l.* The cost hereafter for the carriage of the mails from Truro to Pictou, daily, will be 300*l.* a year. The arrangement therefore stands thus:

Original contract from Halifax to Annapolis,	£499	0	0
Ditto Halifax to Pictou,	570	0	0

Total,	£1069	0	0
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Present contract from Windsor to Annapolis,	5	0	0
Ditto Truro to Pictou,	300	0	0
By train from Halifax to Windsor,	250	0	0
Ditto Halifax to Truro,	350	0	0

To which must be added the cost of the carriage of the mails from			
Halifax post office to Richmond terminus,	70	0	0
Ditto from Windsor post office to terminus,	20	0	0
Ditto from Truro post office to terminus,	50	0	0

£1045	0	0
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This

This amount deducted from the original contracts, 1969*l.*, shews an actual saving of 24*l.*

As I stated before, the Annapolis contract for *five* pounds, is a mere nominal amount, and doubtless before three months have expired, the above service will be again submitted for competition, when, in all probability, it will cost not less than 300*l.*

The carriage of the mails by the cars renders it necessary that a more frequent communication should be established between Truro and Amherst, and having been in correspondence with the postmaster general of New Brunswick on the subject,—which was submitted for the consideration of the government, it was decided that the subject for establishing a daily mail between Amherst and Truro, should be deferred until the meeting of the legislature, when the committee on post office affairs would have the matter brought before their immediate attention, and very likely report at an early day upon this important subject. The postmaster general of New Brunswick has informed me that he has made arrangements to commence running a daily mail from St. John to Amherst on the 1st of *June next*. I would therefore here beg to recommend this subject to the favorable consideration of the government, and trust to receive authority to establish a daily mail in conjunction with New Brunswick on the day specified. The present cost of a tri-weekly mail from Truro to Amherst is 369*l.* per annum—the additional cost for a daily mail is estimated at 200*l.*

The contractor, Mr. C. B. Archibald, being a steady and excellent courier, I would recommend that the service be placed into his hands, being satisfied that the work will be well performed.

When the cars commenced running to Windsor, and conveyed the mails to that town, arrangements were made by the department for facilitating the travel of the mails from Windsor and intervening towns to Yarmouth, but as the arrangement incurred *night travelling*,—(which interfered with the convenience of the travelling public)—the scheme was abandoned, and one introduced by which the mails now remain two nights on the route to and from Yarmouth, viz: at Wilnot and Digby.

With respect to the eastern mails, arrangements will, I trust, soon be completed, when the towns at a distance from the capital will feel the benefit of the railroad, by an earlier arrival of their mails.

As regards the Bay service, I regret to report, that as yet no contract has been signed by the Messrs. King.

The honorable the attorney general drew up a contract for their signature, but objections were made, one of the principle being, that of the department reserving to itself the right of despatching the mails “on such days and at such hours, as from time to time might be considered desirable”—a clause which has always been inserted in all contracts with this department,—Mr. King, however, fearing the possibility of competition on the route, objects on this account to placing the power either in the hands of the government or the department, as, in the event of their being competition, it would affect the interests of the company with whom the Messrs. Kings are associated in New Brunswick, should the department think proper at any future period to exercise that power.

Under these circumstances the matter has been permitted to stand over 'till the meeting of the legislature,—the Messrs. King having consented to abide by the decision of the assembly, as to the services they are required to perform under their agreement.

The recommendation of the post office committee, in reference to the introduction of the “*money order system*” into the province, will at an early day be carried into effect; the post offices chosen as money order offices, being the shire town of each county,—18 in all.

The account books, forms, books of instruction, &c., are now in the hands of the printer, and when completed, and the postmasters have had a sufficient time to understand them, and to make themselves conversant with the working of the system, due notice will be issued to the public, of the day on which the system will come into operation.

addressed to Mira, Sydney, C. B., have had their contents wholly or partially abstracted; and although I have made every exertion in my power to bring to justice the delinquent party, I regret to say I have failed in all my endeavours.

An officer of the department was despatched to Cape Breton to institute the necessary enquiries upon this and other subjects, but failed to gain sufficient evidence to convict the guilty party. When the money order system is in operation, I trust this evil, to some extent, will be remedied.

I beg here to remark with respect to registered money letters, that it is supposed by the public generally that the department *holds itself responsible for the contents* of all registered money letters, whereas such is *not* the case;—the object of the registration, is to enable the department, when a letter goes astray, to trace it to its destination;—if it is discovered during the enquiry that a deputy has disobeyed any of his instructions, or sufficient evidence has been adduced to prove, that through his negligence, the letter has not been properly treated, thereby causing its loss, the department holds that officer responsible for his acts, and he is liable to be called upon to make good the amount,—again, if it should be proved that a postmaster has wilfully tampered with a letter, or abstracted its contents, he would not only be called upon by the department to make good the amount, but would forfeit his situation, and subject himself to a criminal prosecution.

I have considered it desirable thus to allude to the regulation as regards the registration of money letters, as I have reason to apprehend that erroneous views on this subject are widely prevalent.

The “*printing*” and “*stationery*,” forms now an important item in the disbursement of this department.

In 1851, when the department was transferred from imperial to colonial control, a considerable amount of stationery and forms were left on hand, that have all been used, and although, as I stated in my report of last year, a rigid economy is observed in the use of the multifarious blank printed forms, stationery, letter bags, &c, the amount is necessarily large, and will be much larger still, now that the money order system is about to be introduced, the cost of the forms, books, etc., at its first introduction is estimated at 80*l*.

The printing and stationery account in the year 1854 amounted to	£182	11	1½
ditto ditto 1855	256	10	6
ditto ditto 1856	307	9	4
ditto ditto 1857	275	6	3½
ditto ditto 1858	309	1	3½

Shewing a gradual increase in every year, but that for 1857.

I beg now to bring to the notice of the government the present condition of the post office in this city.

On the 1st of January, 1852, an agreement was entered into between the governors of Dalhousie College, and postmaster general, to lease, for five years, a portion of the college for the use of the post office department, the original rent paid was 100*l* sterling per annum.

In consequence of certain repairs being made, and greater space afforded to the department, and increased accommodation given to the public, the rent was raised to 160*l* sterling, to 200*l* currency.

The large increase in the number of post and way offices, and in the amount of correspondence, coupled with the immense number of papers, and all other mail matter generally, has rendered the lower premises of the department too small and circumscribed to permit the duty to be performed with that degree of accuracy and despatch which the public service requires; and I would, therefore, respectfully urge upon his excellency's government the necessity of providing such a building as will enable the officers of the post office to perform their work more by *daylight* than by gas light, which they

they are now compelled to do,—the inland, or “*circulation*” office, being exceedingly dark, and requiring that gas be used the greater part of the day during the winter months, and which is already affecting the eyesight of those employed there. Added to this, the extreme *dampness* of this portion of the building, and its want of ventilation, renders it unhealthy and unwholesome to those whose presence is required daily (Sundays excepted) in the discharge of their onerous duties, from 5 in the morning till 10 at night.

Mistakes, I regret to say, have sometimes occurred at the head office, but which have invariably been attributed to the *want of space*, and the requisite accommodation in the circulation office, where there is not sufficient room to put up the necessary letter and newspaper boxes for the many new post offices which have been established during the past few years, nor the requisite space to hang the mail bags preparatory to sorting and making up the several mails.

The present building, from its construction, will not, I fear, permit of such an extension of room as the exigencies of the department requires;—under these circumstances, I would beg respectfully to recommend that, if possible, other premises be furnished, which will afford more accommodation than those at present occupied as the post office at Dalhousie college, and where the daily routine of official duty can be accurately and satisfactorily carried on, without injury to the health of the public servants employed.

I have the honor to be,

Sir,

Your most obedient, humble servant,

A. WOODGATE.

The hon. C. TUPPER, M. D., M. P. P.

SCHEDULE.

Accompanying this report are the following documents therein referred to.

- No. 1. Revenue and expenditure of post office department of Nova Scotia, for the year ended 30th September, 1858; and general account of packet postage between the United Kingdom and Nova Scotia.
 - 1 (a). Account current—Postmaster general in account with the province of Nova Scotia, for the year ended 30th September, 1858.
 2. Report in detail of all charges for salaries, and the amount paid, year ended 30th September, 1858—(A and B in report No. 1.)
 3. Commissions to way office keepers on revenue collected—(B in report No. 1.)
 4. Payments made and charges incurred for mail carriage in Nova Scotia in said year—(C in report No. 1.)
 5. Detailed account of all incidental expenses and miscellaneous items of disbursements during said year—(from D to L in report No. 1.)
 6. Report of all allowances made to mail contractors in Nova Scotia beyond the sum originally stipulated in their respective contracts, in said year.
 7. New post and way offices established during the year.
 8. New post routes established during the year.
 9. New post and way offices, and post routes discontinued and closed.
 10. Curtailment and expenses effected by the post office department within the year.
 11. Abstraction or loss of letters containing money sent through the post offices in Nova Scotia during the year.

A. WOODGATE.

Report

REPORT No. 1.

A statement of the revenue and expenditure of the post office department of Nova Scotia, in the year ended the 30th September, 1858.

REVENUE.	TOTAL AMOUNT.
Amount of postage of towns in Nova Scotia, including Halifax,	£5652 8 8
Packet postage collected at Halifax on unpaid letters from the United Kingdom,	498 3 5
Packet postage collected at Halifax on paid letters for the United Kingdom,	562 5 7
Packet postage collected at Halifax on paid letters sent to, and on unpaid letters received from Boston, Bermuda and Newfoundland,	587 0 8½
Way letter postage,	194 5 9½
Ship letter postage,	39 6 1½
Letters returned from country offices, and delivered in Halifax,	0 3 6
Forward letters detained and delivered in Halifax,	5 7 6
Private letter boxes at the Halifax office,	85 3 9
Local or "penny postage,"	22 0 8
Postage stamps sold in the year,	3172 13 5
Balance of errors in the year,	0 6 0½
	£10819 5 .2
Missent, redirected, and dead letters,	456 14 7½
	10362 10 6½
Deduct British portion of packet postage,	1829 9 10½
	8533 0 8
Total net revenue,	6363 3 4½
Deficiency on the year,	£14896 4 0½

EXPENDITURE.	VOUCHER.	AMOUNT.	TOTAL AMOUNT.
Salaries,	A & B.		£4882 1 11½
Commission to way office keepers,	B No. 2,		329 17 10½
Carriage of mails,	C.		8736 17 1½
Ship letter gratuities,	D.	50 9 9½	} 943 14 7
Tradesmens' bills,	E.	84 11 7½	
Rent,	F.	200 0 0	
Law expenses,	G.	1 3 4	
Stationery, printing, &c.	H.	300 17 6½	
Gas, coals and wood,	I.	80 6 6	
Repairs, &c,	J.	0 10 0	
Miscellanies,	K.	67 3 4½	} 3 12 6
Per centage on postage labels sold,		£158 12 5	
Premium on exchanges on New Brunswick,			3 12 6
Total expenditure in the year,			£14816 4 0½

A. WOODGATE, P. M. G.

F. M. PASSOW, account branch.

General

General account between the offices of the United Kingdom and Nova Scotia, four quarters ended 30th September, 1858.

TO THE CREDIT OF THE BRITISH OFFICE.		AMOUNT.
Amount due to the British office on the correspondence between the United Kingdom and Nova Scotia,	1	£1382 5 1½
Amount due to the British office on the correspondence between Nova Scotia and other colonies, not passing through the United Kingdom,	2	657 5 2
Amount due to the British office for "dead letters" returned to Nova Scotia,	3	1 18 0½
Balance of errors,		1 13 2
Balance due to Nova Scotia,		0 0 0
		<hr/>
		£2043 1 6

TO THE CREDIT OF NOVA SCOTIA.		AMOUNT.
Amount due to Nova Scotia on the correspondence between the United Kingdom and Nova Scotia,	1	£559 11 4
Amount due to Nova Scotia office on the correspondence between Nova Scotia and other colonies, not passing through the United Kingdom,	2	nil
Amount due to Nova Scotia for "dead letters" returned to England, re-directed to Bermuda and Newfoundland,	3	19 18 3
Balance of errors,		0 0 0
Balance due to the United Kingdom,		1463 11 11*
		<hr/>
		£2043 1 6

*£1463 11 11 Sterling.
£1829 9 10½ Currency.

A. WOODGATE, P. M. G.

F. M. Passow, examiner account branch.

REPORT No. 1 (a).

Postmaster general in account current with the province of Nova Scotia, year ended 30th September, 1858.

Dr.	CHARGE.	AMOUNT CURRENCY.
	To balance from previous year,	£585 8 4
	Amount of postage stamps on hand,	3592 17 7
	postage of towns in the province of Nova Scotia, including Halifax, (per abstract),	5652 8 8
	unpaid postage upon British letters collected at Halifax, (per abstract),	498 3 5
	paid postage upon letters for England collected at Halifax, (per abstract),	562 5 7
	postage upon Colonial and Foreign letters,	587 0 8½
	way letter postage,	194 5 9½
	ship letter postage,	39 6 1½
	letters returned to the dead letter office from offices in the interior, and delivered at Halifax, (per voucher),	0 3 6
		To

To amount of fees collected upon letters addressed to towns in Nova Scotia, but delivered at Halifax,	£5	7	6
fees collected for merchants' private boxes,	85	3	9
local postage, (per voucher),	22	0	8
"postage stamps" received from receiver general,	4910	0	0
received from the honorable the receiver general, in the year* in aid of post communication in Nova Scotia, and towards defraying the other necessary expenses of the department,	4500	0	0
drawn from the provincial chest, in the year† being "packet postage," due the British post office, on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and the United States, Newfoundland, Bermuda and the West Indies.	2455	19	4
* { 24th Dec. 1857, £1000 } { 29th March, '58, 1250 } { 24th June, 1250 } { 29th Sept. 1000 }	£4500	0	0
To errors on the year ended 30th Sept. 1858,	0	6	0½
† 26th Nov. 1857, £1494 8 5—6th July, 1858, £961 10 11			
	£23690	17	0

CR.

	DISCHARGE.	AM'NT CUR.
By salaries of postmaster general, assistants, &c., and postmasters,	£4200 4 1½ }	4882 1 11½
ditto of way office keepers,	681 17 10 }	8736 17 1½
conveyance of mails,		50 9 9½
ship letter gratuities,		84 11 7½
tradesmens' bills,		200 0 0
rent,		1 3 4
law expenses,		300 17 6½
stationery, printing and advertising,		80 6 6
coals, gas, &c.		0 10 0
buildings and repairs,		67 3 4½
miscellanies,		158 12 5
5 per cent. discount allowed to postmasters, merchants, &c., postage stamps,		5312 4 2
postage stamps on hand unsold, viz. :—Halifax office, £5036 0 0 }		456 14 7½
ditto ditto Country offices, £276 4 2 }		3 12 6
amount of dead, missent, and re-directed letters, (per statement)		
premium on "exchange," on St. John, N. B.		2455 19 4
amount paid into the commissariat chest, at Halifax, being "packet postage" due the British post office, on the correspondence between Great Britain and Nova Scotia, and Nova Scotia and Bermuda, the West Indies, Newfoundland and the United States,		329 17 10½
amount paid way office keepers, being commission on total revenue collected by them, in the year ended 30th September, 1858,		0 0 0
errors on the year ended 30th September, 1858,		569 14 10
balance,		
NOTE—Letters remaining } Halifax office, £16 4 9 }	£54 1 6	£23690 17 0
on hand } Country offices, 37 16 9 }		I,

I, Arthur Woodgate, postmaster general of Nova Scotia, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn declaration conscientiously believing the same to be true.

A. WOODGATE, P. M. G.

Declaration made before me this 24th day of January, 1859.

ANDREW MACKINLAY, J. P.

I, Frederick M. Passow, examiner account branch of the post office department, Halifax, do solemnly and sincerely declare that the above is a just and true account of all matters and things contained therein, and I make this solemn declaration conscientiously believing the same to be true.

F. M. PASSOW, examiner account branch.

Declaration made before me this 24th day of January, 1859.

ANDREW MACKINLAY, J. P.

REPORT No. 2.

VOUCHERS A & B IN REPORT No. 1.

A report in detail of all charges for salaries, and the amount paid, for the year ended the 30th September, 1858.

NAME.	SERVICE OR DUTY PERFORMED.	AMOUNT FOR THE YEAR.
Arthur Woodgate,	Postmaster General,	£600 0 0
Charles H. Hamilton,	Chief Clerk,	225 0 0
Frederick M. Passow,	Examiner account branch,	229 3 4
William Small,	Clerks in the circulation department,	151 17 6
John Inglis,		151 17 6
Henry Driscoll,		151 17 6
Hugh Kerr,		151 17 6
A. Church,	Messenger,	84 7 6
William Craig,	1st Letter carrier,	112 10 0
George Craig,	2d Letter carrier,	90 0 0
D. Whittaker,*	3d Letter carrier,	16 5 6
D. Silverthorne,†	3d Letter carrier,	73 14 6
D. T. Patterson,‡	4th Letter carrier,	13 0 7
		£2051 11 5

*From 1st October to 5th December, 1857.

†Appointed on the removal of Whittaker.

‡From 9th August to 30th September, 1858.

RECAPITULATION.

Department of Halifax,	£2051 11 5	} £4882 1 11½
Salaries of Postmasters,	2148 12 8½	
Salaries of way office keepers,	681 17 10	

A. WOODGATE, P. M. G.

F. M. PASSOW, examiner account branch.

Voucher

VOUCHER A.

*Salaries to the postmaster general, his assistants, letter carriers, &c., and his deputies,
for the year ended the 30th of September, 1858.*

TOWNS.	AM'T CUR.	TOWNS.	AMN'T. CUR.
Halifax,	£2051 11 5	Mabou,	£10 1 11½
Albion Mines,	25 11 5	Newport,	30 14 6
Amherst,	116 2 10½	North Sydney,	22 8 8
Annapolis,	60 13 9	Parrsboro',	25 15 6½
Antigonishe,	63 2 10½	Pictou,	104 6 6½
Arichat,	40 6 6½	Plaister Cove,	52 14 8½
Aylesford,	15 5 7	Port Hood,	40 0 0
Baddeck,	38 5 1	Port Medway,	10 5 6½
Berwick,	6 4 3½	Pugwash,	31 11 4½
Barrington,	30 17 8½	River John,	10 19 1
Boularderie,	8 12 2	River Philip,	11 9 9½
Bridgetown,	43 7 3	Sandy Cove,	10 6 9
Bridgewater,	20 14 0½	Shelburne,	36 3 6½
Canning,	13 10 2	Sherbrooke,	16 3 1½
Cape Canso,	15 13 2	Shubenacadie,	13 18 8
Chester,	21 13 2	St. Ann's,	10 1 4½
Clementsport,	8 16 7	St. Margaret's Bay,	10 7 3
Digby,	71 9 8	St. Peter's,	13 12 8½
Durham,	21 7 1	Sydney,	90 0 0
Glenelg,	7 13 0	Sydney Mines,	13 4 0
Guysboro',	45 18 11½	Tatamagouche,	16 6 3½
Hantsport,	12 17 8½	Truro,	68 0 9
Kentville,	101 6 9	Upper Musquodoboit,	15 19 3
Lawrencetown,	21 2 11	Upper Stewiacke,	8 9 8
Liverpool,	76 4 3	Wallace,	35 9 6
Lock's Island,	13 3 9	Walton,	11 3 2
Londonderry,	41 7 7½	Westport,	16 1 3½
Lower Horton,	22 1 9	West River,	30 0 0
Lower Stewiacke,	16 19 4½	Weymouth,	21 6 6
Lunenburg,	41 9 5½	Wilmot,	11 19 1½
Mahone Bay,	12 10 10	Windsor,	83 6 0½
Maitland,	15 17 0½	Wolfville,	22 7 3
Margaree,	9 0 1	Whycocomagh,	9 6 2
McNair's Cove,	11 12 2½	Yarmouth,	86 7 3½
Middle Musquodoboit,	10 11 5½		
Mill Village,	15 7 0½		
New Glasgow,	51 7 8		
			£2148 12 8½

VOUCHER B.

Salaries paid to way office keepers in the province of Nova Scotia, for the year ended 30th of September, 1858.

NAME OF OFFICE.	AM'T. CUR.	NAME OF OFFICE.	AM'T. CUR.
Addington Forks,	£2 0 0	Clyde River,	£4 10 0
Acadia Mines,	2 0 0	Cornwallis East,	2 0 0
Advocate Harbour,	2 0 0	Cornwallis West,	2 0 0
Alma (Middle River)	7 0 0	Country Harbour,	2 10 0
Apple River,	2 0 0	Cow Bay, C. B.	2 0 0
Argyle,	4 10 0	Cross Roads, Country	
Arisaig,	2 10 0	Harbour)	2 12 6
Aspay Bay, C. B.	2 0 0	Do. Bridgetown,	2 0 0
Bailey's Brook,	2 0 0	Cross Roads (St. Mary's)	3 10 0
Barrington Passage,	2 0 0	Crow Harbour,	3 0 0
Bedford Basin,	2 0 0	Christina Bland,	2 0 0
Barney's River,	4 10 0	Conquerall Bank,	2 0 0
Bay St. Lawrence,	2 0 0	Cape Negro,	2 0 0
Berwick,	1 10 0	Chester Basin,	2 0 0
Big Baddeck,	1 10 0	Chester Cove,	2 0 0
Big Bras d'Or,	2 0 0	Churchville,	2 0 0
Big Interval (Grand Nar-		Dartmouth,	2 0 0
rows, C. B.)	2 0 0	Diligent River,	2 0 0
Big Pond,	2 0 0	Discoose,	2 0 0
Bill Town,	2 0 0	Dublin Shore,	2 0 0
Black Rock,	2 0 0	Deerfield,	0 10 0
Blue Mountains,	2 0 0	Earltown,	3 10 0
Boisdale,	2 0 0	East Bay,	2 0 0
Bridgeport (Glance Bay)	2 0 0	East Bay (North side)	2 0 0
Bridgeville,	2 0 0	East River, St. Mary's,	2 0 0
Boom,	2 0 0	Economy,	2 0 0
Broad Cove (Interval)	2 0 0	Eastville,	2 10 0
Broad Cove (Marsh)	2 0 0	Economy (Upper)	2 0 0
Broad Cove (Lunenburg)	2 0 0	Elmsdale,	2 0 0
Brookfield (Queens)	2 10 0	Eel Brook,	2 0 0
Brookfield (Co. Colchester)	4 10 0	East Port Medway,	2 0 0
Brookfield (or South side		Falmouth,	2 0 0
Mire)	1 0 0	Falmouth (Windsor Bridge)	2 0 0
Buckley's,	2 0 0	Five Islands,	2 10 0
Belleveau's Cove,	2 0 0	Fox Harbour,	2 0 0
Canard (Cornwallis)	2 0 0	Forristall's,	7 0 0
Carlton,	2 0 0	Forks, Margaree,	2 0 0
Cape George,	2 0 0	Fraser's Mills,	2 0 0
Cape Sable Island,	2 0 0	Gabarouse,	2 0 0
Catalone,	2 0 0	Garden of Eden,	2 0 0
Caledonia Corner,	2 10 0	Gaspereau,	2 0 0
Chesly Corner, (New Ger'ny.)	2 0 0	Gay's River,	3 0 0
Cheticamp,	2 0 0	Glenelg,	2 5 0
Cheverie,	2 0 0	Givan Wharf,	0 10 0
Church Point, Clare,	2 0 0	Goose River,	4 10 0
Church Street (Cornwallis)	2 0 0	Gore,	3 0 0
Clare,	2 0 0	Goshen,	2 0 0
Clk. Hr. Cape Sable,	0 10 0	Herring Cove,	0 10 0

Name

NAME OF OFFICE.	AM'T. CUR.	NAME OF OFFICE.	AM'T. CUR.
Grand River,	£2 0 0	Low Point,	£3 10 0
Granville Ferry,	4 10 0	Low Point Shore,	2 0 0
Great Village,	4 10 0	Lower Barney's River,	2 0 0
Gulf Shore,	2 0 0	Lower Maccan,	2 0 0
Guysborough Interval,	4 10 0	Lochartville,	2 0 0
Greenwick,	4 10 0	McNutt's	2 0 0
Greenfield,	2 0 0	Maccan,	3 10 0
Head of Jordan River,	2 0 0	Maccan Intervale,	2 0 0
Hall's Harbour,	2 0 0	Mainiadien,	2 0 0
Halfway River,	3 10 0	Maitland, (county Yarmouth)	4 10 0
Harbour a Bouchet,	2 0 0	Malagawatch,	2 0 0
Head of Amherst,	2 0 0	Malagash,	2 0 0
Head of Tatmagouche Bay,	0 10 0	Malignant Cove,	2 0 0
Head of Wallace Bay,	2 10 0	Manchester,	2 0 0
Hebron,	4 10 0	Marie Joseph,	3 10 0
Hillsboro, C.B.,	2 0 0	Marion bridge,	1 0 0
Hillsboro, N.S.,	4 0 0	Margaretville,	2 0 0
Hopewell,	2 0 0	Marshall Town,	2 0 0
Hubbard's Cove,	4 10 0	McLelan's mountain,	2 0 0
Head of Lochaber Lake,	2 0 0	Merigomish,	2 0 0
Head of Wallace Bay,	2 10 0	Metaghan,	4 10 0
Head of West Bay,	2 0 0	Middletown, (Guysboro)	2 0 0
Indian Harbour,	2 0 0	Middle Settlement, River In-	
Ingonish,	2 0 0	habitant,	2 0 0
Isaac's Harbour,	2 0 0	Middle River, C. B.	2 0 0
Joggins Mines,	2 0 0	Middle River, Durham,	2 0 0
Judique,	3 10 0	Middletown, Co. Annapolis,	4 10 0
Kempt (Co. Queens)	2 10 0	Middlefield,	2 10 0
Kempt Town,	3 0 0	Miller's Creek,	2 0 0
Kennetcook,	2 0 0	Mill Brook,	2 0 0
Kennetcook, Upper,	2 0 0	Milton,	4 0 0
Kingston Village,	2 0 0	Milltown, county Annapolis,	2 0 0
Ketch Harbour,	2 0 0	Minudie,	2 0 0
LaHave, Cross Road,	2 0 0	Molasses Harbour,	2 0 0
Lake Ainslie,	2 0 0	Moidart,	2 0 0
Lake Ainslie, East side,	2 10 0	Morristown,	2 0 0
L'Ardoise,	2 0 0	Mount Uniacke,	0 10 0
Lewis Head,	2 0 0	Musquodoboit Harbour,	2 0 0
Lewis Bay,	2 0 0	Marshall's Cove,	2 0 0
Lime Rock,	2 0 0	Medford,	2 0 0
Lingan Mines,	2 0 0	Morden,	2 0 0
Little Bras d'Or,	3 10 0	Meagher's Grant,	2 0 0
Little River,	2 0 0	New Tusket,	2 0 0
Little Arichat,	2 0 0	Necum Teuch,	2 0 0
Little Harbour,	2 0 0	New Annan,	2 0 0
Little Tracadie,	4 10 0	New Larig,	2 10 0
Lochabar,	2 0 0	New Caledonia,	2 0 0
Loch Lomond,	2 0 0	Newport Corner,	4 10 0
Long Island,	2 0 0	New Germany,	2 0 0
Long Point,	3 10 0	Newport Landing,	2 0 0
Louisbourg,	2 0 0	Nicholl's Corner,	2 0 0
Lower Ward,	2 0 0	Nictaux Falls,	3 2 6

NAME OF OFFICE.	AM'NT. CUR.	NAME OF OFFICE.	AM'NT. CUR.
Nine Mile River,	£2 0 0	Salmon River, (county Halifax,	£2 0 0
North-east branch Margaree,	2 10 0	Salmon River, (county Guys-	2 10 0
Noel,	3 0 0	borough),	
Noel Shore,	2 0 0	Salmon River, (Lake Settle-	0 10 0
North-west Arm,	2 0 0	ment),	
North Shore,	2 0 0	Sand Point,	2 7 6
North River Bridge, St Ann's,	2 0 0	St. Ann,	2 0 0
North-east Harbour,	2 0 0	St. Andrew's,	2 0 0
New Harbour,	2 0 0	St. Croix,	3 10 0
North Mountain,	2 0 0	St. George's Channel,	2 0 0
New Albany,	0 10 0	St. Mary's Bay,	2 0 0
New Minas,	0 10 0	St. Patrick's Channel,	2 10 0
North River Bridge, County		Scott's Bay,	2 0 0
Colchester,	0 10 0	Sheet Harbour,	2 0 0
Ohio,	2 0 0	Sheffield Mills,	2 0 0
Old Barns,	2 0 0	Sherbrooke, (co'ty Lunenburg,)	3 10 0
Onslow,	3 10 0	Ship Harbour,	4 10 0
Onslow, Upper,	3 10 0	Shubenacadie River,	2 0 0
Oyster Ponds,	2 0 0	South Gut, St. Ann's,	2 10 0
Pineo Village,	0 3 4	Spence's,	2 0 0
Portuguese Cove,	0 10 0	Spring Hill road,	2 0 0
Port Williams,	0 10 0	Springville,	2 0 0
Paradise Lane,	4 10 0	Steep Creek,	3 10 0
Peggy's Cove,	2 0 0	Smith's Cove,	2 0 0
Petite Reviere,	4 10 0	Stewiacke, Middle,	2 0 0
Port Jolly,	2 0 0	Stewiacke,	2 0 0
Pleasant River,	2 0 0	Stoddart's	3 10 0
Port George,	2 0 0	Shag Harbour,	2 0 0
Portapique,	2 0 0	South Branch, co'ty Colchester,	2 0 0
Pomket Forks,	2 0 0	Ship Harbour, co'ty Halifax,	2 0 0
Port Matoon,	2 0 0	Sutherland River,	2 0 0
Porter's Lake,	2 0 0	Short Beech,	2 0 0
Prospect,	2 0 0	Shinnemacas Bridge,	2 0 0
Pubnico,	4 10 0	Tatamagouche,	1 10 0
Port Latour,	2 0 0	Tracadie,	4 10 0
Pero,	2 0 0	Tusket,	4 10 0
Red Islands,	2 0 0	Turn's Bay,	2 0 0
Ragged Islands,	2 0 0	Tatamagouche mountain,	2 0 0
Ratchford River,	2 0 0	Upper Dyke Village,	2 0 0
Rawdon,	2 0 0	Upper Settlement, South River,	2 0 0
Rawdon, (Upper)	2 0 0	Upper Settlement, West River,	2 0 0
Rawdon, (South)	2 0 0	Upper Settlement, Big Baddeck,	2 0 0
River Hebert,	2 0 0	Wallace River,	2 10 0
River Inhabitant,	4 10 0	West Chester,	3 10 0
River Debert,	2 0 0	Willis Foster,	2 10 0
River John, (West Branch)	2 0 0	Wood Harbour,	2 0 0
River Dennis,	2 10 0	White Head,	2 0 0
Rogers' Hill,	2 0 0	Walton,	2 0 0
Round Hill,	4 10 0	Waugh River, co'ty Colches-	
Scotch Village,	2 0 0	ter,	0 10 0
Sackville, Windsor road,	1 7 0		
Sable River,	4 10 0		
			£681 17 10

REPORT No. 3.—VOUCHER B. (No. 2.)

Salaries, being commission on revenue collected, paid to way office keepers in the province of Nova Scotia, for the year ended 30th September, 1858.

NO. OF VOUCHER.	NAME OF OFFICE.	AMOUNT	CUR.
1	Addington Forks,	£1	6 6
2	Acadia Mines,	5	9 8
3	Advocate Harbor,	1	16 5½
4	Alma (Middle River),	1	1 8
5	Apple River,	0	8 7
6	Argyle,	2	11 4
7	Arisaig,	0	10 3½
8	Aspay Bay, C.B.,	0	11 6
9	Bailey's Brook,	0	11 5
10	Barrington Passage,	0	0 0
11	Bedford Basin,	2	15 8
12	Barney's River,	1	14 3
13	Bay St. Lawrence,	0	4 6
14	Berwick,	2	5 0½
15	Big Baddeck,	1	5 5½
16	Big Bras d'Or,	0	6 4
17	Big Interval (Grand Narrows, C. B.)	0	1 4½
18	Big Pond,	1	3 6½
19	Bill Town,	1	16 7
20	Black Rock,	0	3 2½
A 21	Blue Mountains,	0	5 11
B 21	Boulardrie,	1	19 6½
22	Boisdale,	0	5 7½
23	Bridgeport (Glace Bay)	0	7 3½
24	Bridgeville,	0	2 11
25	Boom,	0	9 7
26	Broad Cove (Interval)	1	11 9½
27	Broad Cove (Marsh)	1	0 5½
28	Broad Cove (Lunenburg)	0	14 4½
29	Brookfield (Queen's)	2	2 8
30	Brookfield (County Colchester),	1	8 5½
31	Brookfield (or south side Mire),	0	16 8
32	Buckley's,	2	1 5½
33	Beleveau's Cove,	0	8 2½
34	Canard (Cornwallis)	1	12 0½
A 35	Canning,	4	3 4½
B 35	Carlton,	0	2 8½
36	Cape George,	1	7 5
37	Cape Sable Island,	2	8 8½
38	Catalone,	0	15 9
39	Caledonia Corner,	1	14 11½
40	Chesley Corner (New Germany)	0	10 9½
41	Cheticamp,	1	7 1½
42	Cheverie,	1	17 6½
43	Church Point, Clare,	0	3 11½
44	Church Street (Cornwallis),	1	15 7
45	Clare,	0	12 6
46	Clyde River,	1	19 11½
47	Cornwallis East,	1	8 9

NO. OF VOUCHER.	NAME OF OFFICE.	AMOUNT	CUB.
48	Cornwallis West,	£1 16	5½
49	Country Harbor,	0 14	9
50	Cow Bay, C. B.,	0 17	6
51	Cross Roads Bridge,	0 2	7½
52	Cross Roads (Country Harbor)	0 15	0½
53	Cross Roads (St. Mary's)	0 12	4½
54	Crow Harbor,	0 15	6½
55	Christmas Island,	1 14	3
56	Conqueral Bank,	0 5	10
57	Cape Negro,	0 15	7½
58	Chester Basin,	0 4	8½
59	Chubb's Cove.	0 9	2
60	Churchville,	0 12	4½
61	Dartmouth,	11 11	5½
62	Diligent River,	0 7	11½
63	Discoose,	0 13	1
64	Dublin Shore,	0 9	7
65	Earltown,	1 14	3½
66	East Bay,	1 8	0½
67	East Bay (north side)	0 6	9
68	East River, St. Mary's,	0 6	2
69	Economy,	4 3	5
70	Eastville,	0 11	3½
71	Economy, Upper,	0 18	0½
72	Elmsdale,	0 17	0
73	Eel Brook,	0 7	1
74	East Port Medway,	0 1	8
75	Falmouth,	0 10	8½
76	Falmouth (Windsor bridge),	1 4	10½
77	Five Islands,	2 13	9
78	Fox Harbor,	0 6	8
79	Forristall's,	0 14	9½
80	Forks, Margaree,	0 14	7½
81	Fraser's Mills,	0 11	7
82	Gabarouse,	1 6	7
83	Garden of Eden,	0 4	1
84	Gaspereau,	0 13	9½
85	Gay's River,	1 3	9
86	Glenelg,	1 1	8½
87	Goose River,	0 11	3½
88	Gore,	1 11	11
89	Goshen,	0 13	9½
90	Grand River,	1 8	0½
91	Granville Ferry,	5 7	6
92	Great Village,	8 6	6
93	Gulf Shore,	0 6	9½
94	Guysborough Interval,	1 9	5½
95	Greenwich,	0 19	2
96	Greenfield,	0 0	8½
97	Head of Jordan River,	0 2	9
98	Hall's Harbor,	1 9	8½
99	Halfway River,	0 11	0½
100	Harbor a Bouchet,	1 7	9
101	Head of Amherst,	0 10	10

NO. OF VOUCHER.	NAME OF OFFICE.	AMOUNT	CUR.
102	Head of Wallace Bay,	£0 12	8
103	Hebron,	3 3	7½
104	Hillsboro', C. B.,	2 6	2
105	Hillsboro' N. S.,	4 17	0½
106	Hopewell,	0 11	9½
107	Hubbard's Cove,	1 0	6
108	Head of Lochabar Lake,	0 4	6½
109	Head of Wallace Bay,	0 0	9½
110	Head of West Bay,	0 18	10½
111	Indian Harbor,	1 3	4½
112	Ingonishe,	0 5	2½
113	Isaac's Harbor,	0 10	6
114	Joggins mines,	2 0	0½
115	Judique,	1 2	10
116	Kempt, (Co. Queen's)	0 12	5
117	Kempt Town,	0 4	3
118	Kennetcook,	2 6	7
119	Kennetcook, Upper,	0 2	4
120	Kingston Village,	1 1	6
121	Ketch Harbor,	3 16	10½
122	LaHave, cross road,	0 11	2
123	Lake Ainslie,	0 4	6½
124	Lake Ainslie, east side,	1 0	6
125	L'Ardoise,	0 14	9½
126	Lewis Head,	0 11	5
127	Lewis Bay,	0 7	0
128	Lime Rock,	0 6	8½
129	Lingan Mines,	0 12	11½
130	Little Bras d'Or,	2 11	0
131	Little River,	2 0	0½
132	Little Arichat,	1 13	8
133	Little Harbor,	0 5	10
134	Little Tracadie,	0 17	11
135	Lochabar,	1 3	9½
136	Loch Lomond,	0 17	7½
137	Long Island,	1 16	4
138	Long Point,	0 10	9
139	Louisburg,	1 10	7
140	Lower Ward,	2 4	0½
141	Low Point,	0 9	7½
142	Low Point Shore,	0 6	9½
143	Lower Barney's River,	1 2	6
144	Lower Maccan,	0 18	2
145	Lockertville,	0 8	7
A 146	McNut's,	6 0	7
B 146	Mabou bridge,	1 9	10½
147	Maccan,	0 14	3
148	Maccan Intervale,	0 9	11
149	Mainadieu,	1 18	9
150	Maitland, (Co. Yarmouth)	2 12	7
151	Malagawatch,	0 13	4
152	Malagash,	0 9	6
153	Malignant Cove,	0 5	5

NO. OF VOUCHER.	NAME OF OFFICE.	AMOUNT CUR.
154	Manchester,	£1 11 3
155	Marie Joseph,	0 13 9
156	Margaretville,	1 11 5
157	Marshall Town,	0 19 0½
158	McLellan's Mountain, Melford, Merrigomish, Ist	0 3 5
159	Merrigomish,	2 3 1½
160	Metaghan,	2 11 1½
161	Middletown, (Guysboro')	0 2 3½
162	Middle Settlement, River Inhabitant,	0 12 0½
163	Middle River, C. B.	1 7 7
164	Middle River, Durham,	0 14 6½
165	Middletown, Co. Annapolis,	5 16 11½
166	Middlefield,	0 7 4½
167	Miller's Creek,	1 0 1½
168	Mill Brook,	0 19 9½
169	Milton,	6 15 10
170	Mill Town, Co. Annapolis,	0 0 1
171	Minudie,	3 12 8½
172	Molasses Harbour,	0 11 3
173	Moidart,	0 6 7
174	Morristown,	0 7 7
175	Musquodoboit Harbour,	2 4 11½
176	Marshall's Cove,	0 9 11
177	Medford,	0 13 4
178	Morden,	0 9 8½
179	Meagher's Grant,	0 15 3½
180	New Tusket,	0 2 9
181	Necum Teuch,	0 10 6½
182	New Annan,	0 18 11
183	New Larig,	0 12 11½
184	New Caledonia,	0 3 9
185	Newport Corner,	5 19 7
186	New Germany,	0 11 4½
187	Newport Landing,	2 15 9
188	Nicholl's Corner,	0 5 4
189	Nictaux Falls,	2 3 2
190	Nine Mile River,	0 13 7
191	North East Branch Margaree,	1 8 11
192	Noel,	0 18 2
193	Neel Shore,	0 0 6½
194	North West Arm,	0 13 10½
195	North Shore,	0 11 3
196	North River Bridge, St. Ann's,	0 9 11
197	North East Harbour,	1 10 1½
198	New Harbour,	0 3 9
199	North Mountain, Cornwallis,	0 2 4
200	Ohio,	0 0 0
201	Old Barns,	1 2 10
202	Onslow,	1 5 2½
203	Onslow, Upper,	2 1 10

NO. OF VOUCHER.	NAME OF OFFICE.	AMOUNT CUR.
204	Oyster Ponds,	£0 5 6½
205	Paradise Lane,	2 11 10
206	Peggy's Cove,	0 5 10½
207	Petite Reviere,	2 8 3
208	Port Jolly,	0 5 7
209	Pleasant River,	0 6 8½
210	Port George,	0 18 4½
211	Portapique,	1 10 0½
212	Pomket Forks,	0 19 10½
213	Port Matoon,	0 16 2
214	Porter's Lake,	0 12 10½
215	Prospect,	0 18 10½
216	Pubnico,	2 5 11½
217	Port Latour,	1 8 2½
218	Pero,	0 14 4½
219	Red Islands,	0 4 7½
220	Ragged Islands,	0 2 6
221	Ragged Head,	0 9 5½
222	Ratchford River,	1 3 4½
223	Rawdon,	0 14 9
224	Rawdon (Upper)	0 17 2½
225	Rawdon (South)	0 18 2
226	River Hebert,	0 13 1
227	River Inhabitant,	0 19 6
228	River Debert,	0 16 9
229	River John, (West Branch)	0 18 1
230	River Dennis,	1 5 6
231	Rogers' Hill,	0 13 0½
232	Round Hill,	1 1 2½
233	Scotch Village,	0 11 2
234	Sackville, Windsor Road,	3 8 2
235	Sable River,	0 7 6½
236	Salmon River, (Co. Halifax)	0 8 9
A 237	Salmon River, (Co. Guysboro')	0 3 8½
B 237	Sandy Cove,	2 12 9
238	Sand Point,	0 14 9½
239	St. Ann's,	0 7 3½
240	St. Andrew's,	2 8 6½
241	St. Croix,	2 14 8½
242	St. George's Channel,	0 15 10½
243	St. Mary's Bay,	1 17 0½
244	St. Patrick's Channel,	0 2 9½
245	Scott's Bay,	0 16 0½
246	Sheet Harbour,	1 6 0½
247	Sheffield Mills,	2 0 3
248	Sherbrooke (Co. Lunenburg)	0 11 2½
249	Ship Harbour, C. B.	3 2 3½
A 250	Shubenacadie River,	0 2 8½
B 250	South side French River,	1 5 11
251	South Gut, St. Ann's,	0 13 9½
252	Spence's,	0 6 4
253	Spring Hill Road,	0 14 7½
254	Springville,	1 5 6½

NO. OF VOUCHER.	NAME OF OFFICE.	AMOUNT CUR.
255	Steep Creek,	£3 17 1½
256	Stewiacke (Middle)	0 13 3½
257	Smith's Cove,	0 10 4
258	Stewiacke,	0 11 1
259	Stoddart's,	0 8 7½
260	Shag Harbor,	0 15 9½
261	South Branch, Co. Colchester,	0 8 9
262	Ship Harbor, Co. Halifax,	0 16 5½
263	Sutherland River,	0 7 10½
264	Short Beach,	0 11 11
265	Shinnemacas bridge,	0 7 1½
266	Tatamagouche,	0 2 4½
267	Tracadie,	3 8 8
268	Tusket,	3 1 11½
269	Turns Bay,	0 7 3½
270	Tatamagouche Mountain,	0 5 10
271	Upper Dyke Village,	0 8 10½
272	Upper Settlement, (South River,)	0 8 4
273	Upper Settlement, (West River,)	0 10 4
274	Upper Settlement, Big Baddeck,	0 1 2
275	Wallace River,	2 4 0½
276	West Chester,	1 0 8½
277	Willis Foster,	0 12 7½
278	Wood Harbor,	0 7 0½
279	White Head,	0 9 2
289	Walton,	0 1 8

£329 17 10½

A WOODGATE, P. M. G.

F. M. PASSOW, examiner account branch.

REPORT No. 4.

C. IN REPORT No. 1.

Return of all payments made, and charges incurred for mail carriage in Nova Scotia, during the year ended 30th September, 1858.

NAME OF ROUTE.	AM'T PAID.
Albion Mines to New Glasgow,	£12 0 0
Amherst to Parrsborough,	44 9 2
Amherst to Minudie,	38 10 0
Annapolis to Digby and Hillsborough,	98 0 0
Annapolis to Granville,	0 15 0
Antigonishe to Cape George,	24 0 0
Antigonishe to Lochabar,	15 5 0
Antigonishe to Sherbrooke,	28 19 10
Arichat to Discouse,	11 5 0
Arichat to Grandance,	36 0 0
Arichat to Little Arichat,	16 5 0
Aylesford to Western Township,	7 10 6
Aylesford to Morden Road,	3 0 0

Name

NAME OF ROUTE	AM'T PAID.
Aylesford through Eastern Township,	£13 10 0
Aylesford to Sand Hill, &c.	2 10 0
Aylesford to Bank Wisley,	2 9 4½
Baddeck to English Town,	19 18 0
Baddeck to Plaister Cove,	124 13 0
Baddeck to Upper Settlement of Big Baddeck,	7 11 8
Ball's Creek to the Narrows,	43 1 8
Barrington to Port Latour,	17 5 0
Barrington to Wood Harbour,	88 0 0
Bill Town to Hall's Harbour,	13 19 10
Bridgewater to Petite Reviere,	32 0 0
Bridgewater to Middlefield,	24 15 0
Bridgewater to Chute's Cove, &c.	32 10 0
Bridgetown to Granville Ferry,	24 0 0
Bridgetown to Lawrencetown,	9 19 0
Brookfield to Pleasant River,	9 0 0
Buckley's to Canada Creek,	9 18 8
Canning to Scott's Bay,	12 15 0
Cape North to Bay St. Lawrence,	7 0 0
Cape Sable Island round the Island,	12 19 6
Catalone to Louisburg,	12 0 0
Chester to Kentville,	72 0 0
Cheverie, Newport corner,	37 17 5
Cheverie to Newport post office,	3 10 0
Cheverie to Newport Station,	6 2 1
Clyde River to Gunning Cove,	17 10 10
Clementsport to Hillsborough,	11 10 0
Cross roads Country Harbour and Isaac's Harbour,	18 0 0
Crow Harbour to Molasses Harbour,	16 10 0
Digby to Brier Island,	119 15 0
Digby to Marshall Town,	5 0 0
Drysdale's to Turns Bay,	8 0 0
Dunlap's to Lock's Island, &c.	54 10 0
Durham to New Larig and Lime Rock,	26 0 0
English Town to Ingonish,	24 10 0
Falmouth to Hantsport,	15 0 0
Forristall's to McNair's Cove,	14 0 0
Forks to St. Mary's Bay,	30 0 0
Guysborough to Canso,	66 13 4
Grand Lake to Pictou,	489 0 0
Grand River to Loch Lomond,	6 17 0
Guysborough to New Harbour,	13 8 0
Halifax to Guysborough,	237 8 8
Halifax to Kentville and Annapolis,	499 0 0
Halifax to Liverpool and Yarmouth,	699 0 0
Halifax to Musquodoboit Harbour,	56 14 0
Halifax to Grand Lake, per rail,	40 0 0
Halifax to Prospect,	21 0 0
Halifax to Sambro,	30 0 0
Hantsport to Lower Horton,	9 19 6
Ingonish to Cape North,	27 5 0
Kentville to West Cornwallis,	58 10 0
Kentville to East Cornwallis,	28 0 0

Name

NAME OF ROUTE.	AM'NT. PAID.
Lawrencetown to Bridgewater,	£67 2 9
Liverpool to Annapolis,	100 0 0
Liverpool to Port Medway,	12 10 0
Liverpool to Milton,	9 0 0
Londonderry to Five Islands,	56 0 0
Londonderry to Pugwash,	35 0 0
Lower Maccan to Minudie,	3 4 7
Louisburg to Gabrouse,	24 15 10
Lower Stewiacke to New Larig,	50 0 0
Lower Stewiacke to Philips',	17 0 0
Lower Ward to Peggy's Cove,	7 10 0
Lunenburg to cross roads, &c.	12 10 C
Mabou to Baddeck,	46 0 7
Mahone Bay to New Germany,	18 10 0
Maitland to the Gore,	41 0 9
Maitland to Subenacadie,	17 8 2
Malagawatch to River Inhabitants,	20 0 0
Margaree to Baddeck,	40 0 0
Margaree to Cheticamp,	10 0 0
Melford to Guysborough,	57 0 0
Middleton to Port George,	7 0 0
Morden to Welton,	4 13 9
Mount Uniacke to Newport Station,	2 16 3
Mount Uniacke to Newport corner,	2 12 4
Musquodoboit Harbour to Ship Harbour,	23 0 0
New Glasgow to Barney's River and Cape George,	70 0 0
New Glasgow to Glenelg, St. Mary's,	32 0 0
New Glasgow to Hopewell,	12 19 0
New Glasgow to Fraser's Mills,	14 19 0
New Glasgow to Little Harbour,	5 19 0
Newport to the Gore, Douglas, &c.	57 9 0
Newport to Newport Landing,	22 7 6
Newport Post Office to Newport Station,	0 16 8
Newport Post Office to South Rawdon,	10 0 0
Parrsborough to Apple River and Advocate,	76 2 6
Parrsborough to Black Rock,	9 15 0
Parrsborough to Five Islands,	15 17 6
Pero to Canning,	13 15 0
Pictou to Amherst,	200 0 0
Pictou to Earltown,	19 15 0
Pictou to New Glasgow,	33 10 0
Plaister Cove to Port Hood,	109 15 0
Plaister Cove to Whycocomah,	8 15 0
Port Hood to Margaree,	88 0 0
River Dennis to Straits of Barra,	21 0 0
Sheet Harbour to Marie Joseph,	40 0 0
Sherbrooke to Glenelg, St. Mary's,	11 0 0
Sheffield Mills to North Mountain,	9 6 8
Sherbrooke to Indian Harhour,	10 0 0
Sherbrooke to Marie Joseph,	25 0 0
Sherbrooke to Stoddert's,	36 15 0
Shubenacadie to Maitland, Noel, &c.	49 7 6
Shubenacadie to Belleveau, &c.	24 3 9
	Nam

NAME OF ROUTE.	AM'T.	CUR.
Shubenacadie to Upper Musquodoboit,	£26	5 0
Shubenacadie to Middle Musquodoboit,	6	5 0
Skinner's way office to Givan's Wharf,	12	9 6
South Gut of St. Ann's to St. Ann's,	9	10 0
Spencer's to Acadia Mines,	9	19 6
St. Ann's to North River Bridge,	6	12 6
St. Andrew's to Lochabar,	9	15 0
St. George's channel to head of West Bay,	5	10 0
St. Peter's to L'Ardoise,	18	0 0
Sydney to Christmas Island,	3	5 10
Sydney to Cow and Glaze Bays,	19	18 10
Sydney to Grand Mira,	19	16 10
Sydney to North Sydney, by packet,	4	19 10
Sydney to Mainadieu,	38	0 0
Sydney to Lingan and Low Point,	15	0 0
Sydney to Sydney Mines,	32	10 0
Sydney Mines to Baddeck,	100	0 0
Tatamagouche to New Annand,	15	0 0
Truro to Adam McNutt's,	13	0 0
Truro to Amherst,	369	0 0
Truro to Maitland,	22	0 0
Truro to Earltown,	25	5 0
Tusket to the Wedge,	2	0 0
Upper Musquodoboit to Sheet Harbour,	39	0 0
Upper Musquodoboit to Upper Stewiacke,	12	0 0
Upper Onslow to Debert,	10	8 0
Upper Onslow to Truro,	8	0 0
Wallace to Malagash,	10	0 0
Wallace to Pugwash via Gulf Shore,	14	10 0
Wallace to Cheverie,	11	10 0
Walton to Newport Post Office,	32	0 0
Walton to Noel and Burncoat,	22	10 0
West River to Plaister Cove and Sydney,	1125	0 0
Weymouth to Sabeau's,	14	0 0
Whycocomagh to Forks, Margaree,	14	15 0
Wilmot to Lawrencetown,	17	10 0
Willis Foster's to Nichols' corner,	24	19 0
Wilmot to Margaretville,	10	13 0
Wilmot to Nictau,	17	19 8
Windsor to Falmouth,	7	10 0
Wolfville to Gaspereau,	7	10 0
Yarmouth to Digby,	241	0 0
Yarmouth to Kemptville,	28	0 0
Railway terminus to Grand Lake,	81	0 0
St. John to Digby and Annapolis,	291	13 4
St. John to Windsor and Digby,	416	13 4
St. John to Boston by packet,	100	0 0
Terminus, Windsor, to post office Windsor,	3	0 0
Antigonish to West River, additional mail,	4	0 0
Halifax to Grand Lake, during derangement of railroad, from 10th April to 1st June,	56	5 0

£8736 17 1½

A. WOODGATE, P. M. G.

Report

F. M. PASSOW, examiner account branch.

REPORT No. 5.

VOUCHER D.

Detailed account of all incidental and miscellaneous items of disbursements for the year ended 30th December, 1858.

NAME OF OFFICE.	AMOUNT CUR.
<i>December quarter, 1857.</i>	
Halifax,	£7 4 3
Annapolis,	0 1 0
Liverpool,	0 5 9
Lock's Island,	0 1 0
North Sydney,	1 10 0
Sandy Cove,	0 1 0
Yarmouth,	1 8 4½
	10 11 4½
<i>March quarter, 1858.</i>	
Halifax,	7 6 3
Annapolis,	0 5 1½
Liverpool,	1 0 10½
Lock's Island,	0 5 9
Port Medway,	0 11 7½
Sandy Cove,	1 0 3
Yarmouth,	0 11 0
	11 0 10½
<i>June quarter, 1858.</i>	
Halifax,	6 17 1½
Annapolis,	0 1 7½
Liverpool,	0 14 4½
Lock's Island,	0 11 4½
North Sydney,	1 16 1½
Pictou,	0 1 7½
Sandy Cove,	1 4 3
Yarmouth,	2 18 1½
	14 4 7½
<i>September quarter, 1858.</i>	
Halifax,	7 18 3
Liverpool,	0 19 10½
Lock's Island,	0 10 6
North Sydney,	2 15 8
Sandy Cove,	0 0 4½
Yarmouth,	2 8 3
	14 12 11
Total in the year—	£50 9 9½

VOUCHER E.

Statement of sums paid in discharge of tradesmen's bills or articles supplied for the service of the post office department, in the province of Nova Scotia, in the four quarters ended 30th September, 1858.

		AM'T. CUR.
<i>December quarter, 1858.</i>		
D. G. Berri—Stamp for P. O. department,	£4 14 4½	
George Scarfe—Repairing portmanteaus,	4 13 0	
Thomas Walsh—Lettering mail bags,	3 1 4½	
James Hunter—Repairs to gas fittings, Halifax office,	2 18 0	
J. B. Studley—Glazing and lettering mail bags,	2 5 3	
DeChezeau & Crow—Patent balance, tin scales, &c.	1 15 9	
John Esson & Co.—Soap, candles, matches, brooms,	1 8 3	
	—————	£20 16 0
<i>March quarter, 1858.</i>		
Thomson, Abbot & Co.—90 doz. sealing twine,	19 2 6	
D. G. Berri—150 brass labels for bags,	2 6 10½	
G. E. Morton & Co.—1 copy Canadian directory,	1 6 3	
	—————	22 15 7½
<i>June quarter, 1858.</i>		
C. Williamson—For making and repairing portmanteau for P. O. Halifax,	27 14 0	
John Lanigan—For making 5 doz. mail bags,	5 17 6	
George Scarfe—For repairing portmanteaus,	3 18 9	
Thomas Walsh—Lettering mail bags, and glazing,	2 4 9	
Wm. Crawford—Winding and regulating the office clock,	1 5 0	
	—————	41 0 0
<i>September quarter—Nil.</i>		
	Total—	£84 11 7½

VOUCHER F.

Account of sums paid for rent on account of the general post office department in the province of Nova Scotia, in the year ended 30th September, 1858.

Amount paid to governors of Dalhousie college, being rent of apartments in the Dalhousie college, occupied as the general post office, Halifax, £200 0 0

VOUCHER G.

Account of sums paid for law expenses on account of the general post office department in the province of Nova Scotia, in the four quarters ended 30th September, 1858.

March quarter, 1858.

Paid to Messrs. James W. Johnston and Sons, for drafting form of bond, for post office department, £1 3 4

VOUCHER H.

Account of sums paid for printing and advertising on account of the general post office department in the province of Nova Scotia, in the four quarters ended 30th Sept. 1858.

December quarter, 1858.

Stationery,	£18 12 8	
Printing and advertising—Halifax,	102 1 7½	
Pictou,	0 15 0	
Windsor,	0 7 6	
Yarmouth,	0 7 6	
	—————	122 4 3½
		March

<i>March quarter, 1858.</i>			
Printing and advertising—Halifax,		£38	17 6
	Pictou,	0	15 0
	Windsor,	0	7 6
	Yarmouth,	0	7 6
		<hr/>	40 7 6
<i>June quarter, 1858.</i>			
Stationery—A. & W. McKinlay,		2	2 0
Printing—Halifax,		74	3 9
	Pictou,	0	15 0
	Yarmonth,	0	7 6
		<hr/>	77 8 3
<i>September quarter, 1858.</i>			
Printing and advertising—Halifax,		59	15 0
	Pictou,	0	15 0
	Yarmouth,	0	7 6
		<hr/>	60 17 6
Total in the year,			<hr/> <hr/> £300 17 6½

VOUCHER I.

Account of sums paid fuel and gas, in the four quarters ended 30th September 1858.

<i>December quarter, 1858.</i>	Amount currency.
Amount paid to the secretary of the Halifax gas company for gas supplied for the use of the post office at Halifax,	11 3 6
<i>March quarter, 1858.</i>	
Amount paid Halifax gas company for gas supplied for the post office department,	17 8 0
<i>June quarter, 1858.</i>	
Paid James McLean for wood and coal, truckage, &c.,	29 11 0
Paid Halifax "gas company," gas for Halifax office,	12 13 6
	<hr/>
	42 4 6
<i>September quarter, 1858.</i>	
Amount paid Halifax "gas company," for gas supplied to the Halifax office	9 10 6
	<hr/>
Total in the year,	80 6 6

VOUCHER J.

Account of sums paid for buildings and repairs, on account of the general post office department, in the province of Nova Scotia, in the four quarters ended the 30th September, 1858.

	AM'T CUR.
<i>December quarter, 1858.</i>	
Amount paid J. Brander for repairs done at the general post office, Halifax,	£0 10 0
<i>March quarter, 1858.</i>	
	nil.
<i>June quarter, 1858.</i>	
	nil.
<i>September quarter, 1858.</i>	
	nil.
	<hr/>
	£0 10 0
	Voucher

VOUCHER K.

Account of sums paid for miscellaneous services in the four quarters ended 30th September, 1858.

December quarter, 1857.

Paid Mrs. McPherson, for affording accommodation to couriers at Grandance,	£1	5	0	
W. S. Symonds, cleaning and putting up stove,	0	10	0	
H. Chub & Co., conveying mails from Windsor to St. John,	0	9	0	
J. & E. Longard, watering pot for office,	0	7	6	
G. S. Bolton, brass stamp,	0	5	0	
Angus McDonald, repairing a portmanteau at Pugwash,	0	3	6	
Petty disbursements made by the postmaster general,	8	2	2	
				<u>11 2 2</u>

March quarter, 1858.

Amount paid to F. Passow, for extra duty performed by him in preparing and completing the official reports, &c., to accompany the postmaster general's report,	10	0	0	
P. W. Cunningham, for conveying the mails across the ferry West Passage, Barrington,	5	0	0	
Paid H. P. Hill, postmaster of Antigonishe, being reward offered for the recovery of the mails lost between Antigonishe and Sherbrooke,	5	0	0	
Paid Mrs. Catherine McPherson, for affording accommodation to couriers at Grandance, C. B.,	1	5	0	
Petty disbursements made by the postmaster general,	2	13	8½	
				<u>23 18 8½</u>

June quarter, 1858.

Paid D. G. Berri, of London, die sinker stamp and seal engraver for steel, dated stamp for post office department,	3	16	3	
Paid Mrs. McPherson, for affording accommodation to the couriers at Grandance, Cape Breton,	1	5	0	
Petty disbursements made by the post master general,	5	12	5	
				<u>10 13 8</u>

September quarter, 1858.

Paid H. P. Hill, postmaster of Antigonishe, being expenses incurred by him between Antigonishe, New Glasgow and Plaister Cove, in trying to discover where Sydney mail was lost,	2	15	0	
Paid John Tucker, esq., surveyor of shipping for Loyd's, at St. John's, N. B., for certificate, &c., of survey of "Emperor,"	4	15	4	
Paid D. Hubbert, for recovery of lost mail between Antigonish and Sherbrooke.	5	0	0	
Paid Mrs. McPherson, for affording accommodation to couriers,	1	5	0	
Petty disbursements of postmaster general,	7	13	6	
				<u>21 8 10</u>
Total in the year,				<u>£67 3 4½</u>

VOUCHER L.

Discount of five per cent. allowed to postmasters, on the purchase of postage stamps, for the quarter ended 31st December, 1857.

TOWNS.	AM'NT. CUR.	TOWNS.	AM'T CUR.
Halifax,	£5 0 0	Newport,	0 4 0
Albion Mines,	0 7 9	North Sydney,	0 2 0
Amherst,	0 12 0	Parrsboro',	0 15 0
Annapolis,	1 5 0	Pictou,	2 10 1
Antigonish,	1 0 6	Plaister Cove,	0 12 3
Arichat,	0 1 0	Port Hood,	0 2 6
Aylesford,	0 5 9	Pugwash,	0 12 6
Baddeck,	0 5 6	Port Medway,	0 2 6
Boulardarie,	0 0 0	River John,	0 3 3
Barrington,	0 14 0	River Phillip,	0 1 8
Bridgetown,	1 0 0	Sandy Cove,	0 1 4½
Bridgewater,	0 6 10	St. Margaret's Bay,	0 0 0
Canning,	0 7 6	St. Peter's,	0 3 0
Chester,	0 5 6	St. Ann's,	0 0 0
Cape Canso,	0 6 3	Shelburne,	0 8 0
Clementsport,	0 0 0	Sherbrooke,	0 2 0
Digby,	0 18 3	Sydney,	0 10 0
Durham,	0 0 0	Sydney Mines,	0 0 0
Guysboro',	1 0 0	Shubenacadie,	0 6 0
Hantsport,	0 3 0½	Tatamagouche,	0 7 6
Kentville,	1 14 0	Truro,	1 5 0
Lawrence Town,	0 3 6	Upper Musquodoboit,	0 4 3
Liverpool,	1 4 6	Upper Stewiacke,	0 0 0
Londonderry,	0 16 0	Wallace,	0 8 7½
Lower Horton,	0 7 10	Weymouth,	0 14 0
Lunenburg,	0 3 0	Windsor,	2 10 0
Lower Stewiacke,	0 5 6	Wolfville,	1 6 0
Locke's Island,	0 4 2	Walton,	0 0 0
Mabou,	0 2 6	Westport,	0 8 0
Maitland,	0 5 0	West River,	0 0 0
Margaree,	0 0 0	Wilmot,	0 11 1
Middle Musquodoboit,	0 0 0	Whycocomagh,	0 4 0
McNair's Cove,	0 7 5	Yarmouth,	2 0 0
Mahone Bay,	0 4 6		
Mills Village,	0 3 9		
New Glasgow,	1 0 6		
			£38 5 7½

Discount of five per cent. allowed to Postmasters, on the purchase of postage stamps, for the quarter ended 31st March, 1858.

Halifax,	£3 5 9	Bridgetown,	1 0 0
Albion Mines,	0 7 9	Bridgewater,	0 11 4
Amherst,	1 13 6	Canning,	0 8 6
Annapolis,	1 6 0	Chester,	0 7 0
Antigonish,	1 0 6	Cape Canso,	0 3 5
Arichat,	0 1 0	Clementsport,	0 0 0
Aylesford,	0 5 5	Digby,	0 18 0
Baddeck,	0 4 6	Durham,	0 0 0
Barrington,	0 15 0	Guysboro',	0 17 0
Boulardarie,	0 0 0	Hantsport,	0 4 4½
			Towns.

TOWNS.	AM'NT	CUR.	TOWNS.	AM'NT	CUR.
Kentville,	2	3 0	St. Margaret's Bay,	0	0 0
Lawrence Town,	0	4 3	Sandy Cove,	0	2 0
Liverpool,	1	8 6	St. Peter's,	0	2 6
Londonderry,	1	0 0	St. Ann's,	0	0 0
Lower Horton,	0	7 6	Shelburne,	0	8 0
Lunenburg,	0	2 0	Sherbrooke,	0	2 6
Lower Stewiacke,	0	4 0	Sydney,	0	10 0
Locke's Island,	0	9 1½	Sydney Mines,	0	0 0
Mahou,	0	3 0	Shubenacadie,	0	4 0
Maitland,	0	5 0	Tatmagouche,	0	6 7
Middle Musquodoboit,	0	0 0	Truro,	1	10 0
McNair's Cove,	0	4 1	Upper Musquodoboit,	0	3 0
Mahone Bay,	0	7 0	Upper Stewiacke,	0	0 0
Margaree,	0	0 6	Wallace,	0	8 2½
Mills Village,	0	3 6	Weymouth,	3	0 0
New Glasgow,	1	0 6	Windsor,	2	10 0
Newport,	0	9 0	Wolfville,	1	0 0
North Sydney,	0	2 0	Walton,	0	0 0
Parrsboro',	0	10 0	Westport,	0	4 0
Pictou,	2	1 4	West River,	0	0 0
Plaister Cove,	0	11 0	Wilmot,	0	14 1
Port Hood,	0	2 6	Whycocomagh,	0	2 0
Pugwash,	0	12 9	Yarmouth,	2	16 0
Port Medway,	0	11 3			
River John,	0	3 2½			
River Philip,	0	1 1			
				£40	18 0

Discount of five per cent. allowed to postmasters, merchants, stationers, and others, on the purchase of postage stamps, for the quarter ended 30th June, 1858.

Halifax,	£8	15 8½	Londonderry,	£0	18 0
Albion Mines,	0	10 6	Lower Horton,	0	6 9
Amherst,	1	11 6	Lunenburg,	0	3 0
Annapolis,	1	6 0	Lower Stewiacke,	0	4 6
Antigonish,	1	5 0	Locke's Island,	0	2 5½
Arichat,	0	1 0	Mahou,	0	0 0
Aylesford,	0	5 1½	Maitland,	0	5 0
Baddeck,	0	6 4½	Middle Musquodoboit,	0	0 0
Barrington,	0	12 0	Mahone Bay,	0	3 6
Boulardrie,			McNair's Cove,	0	15 10½
Bridgetown,	1	0 0	Mills Village,	0	3 6
Bridgewater,	0	7 7	Margaree,	0	1 0
Canning,	0	6 6	New Glasgow,	1	0 6
Chester,	0	6 6	Newport,	0	4 0
Cape Canso,	0	6 5	North Sydney,	0	2 0
Clementsport,			Parrsboro',	0	6 0
Digby,	0	18 0	Pictou,	2	7 11
Durham,			Plaister Cove,	1	4 9½
Guysboro',	1	1 0	Port Hood,	0	2 6
Hantsport,	0	3 1½	Pugwash,	0	12 6
Kentville,	1	11 0	Port Medway,	0	2 4½
Lawrence Town,	0	3 3	River John,	0	3 1
Liverpool,	1	4 6	River Phillip,	0	1 8½

Towns.

TOWNS.	AM'NT	CUR.	TOWNS.	AM'NT.	CUR.
Sandy Cove,	£0	1 8½	Wallace,	£0	7 0
St. Margaret's Bay,	0	0 0	Weymouth,	0	12 0
St. Peter's,	0	4 0	Windsor,	2	10 0
St. Ann's,			Wolfville,	0	19 0
Shelburne,	0	10 0	Walton,		
Sherbrooke,	0	2 6	Westport,	0	4 0
Sydney,	0	8 0	West River,		
Sydney Mines,			Wilmot,	0	11 8
Shubenacadie,	0	4 6	Whycocomagh,	0	1 6
Tatamagouche,	0	6 3	Yarmouth,	1	17 0
Truro,	1	7 0			
Upper Musquodoboit,	0	4 6			
Upper Stewiacke,	0	0 0			
				£42	2 8½

Discount of five per cent. allowed to postmasters, merchants, stationers, and others on the purchase of postage stamps, for the quarter ended 30th September, 1858.

Halifax,	£3	11 10½	North Sydney,	£0	3 9½
Albion Mines,	0	8 0	Parrsboro',	0	7 0
Amherst,	1	17 6	Pictou,	2	13 0
Annapolis,	1	6 7½	Plaister Cove,	1	5 0
Antigonish,	1	4 0	Port Hood,	0	1 6
Arichat,	0	0 0	Pugwash,	0	16 6
Aylesford,	0	5 4½	Port Medway,	0	2 2
Baddeck,	0	3 2	River John,	0	2 8
Berwick,	0	4 4½	River Philip,	0	1 8
Barrington,	0	13 0	Sandy Cove,	0	1 2
Boulardarie,	0	0 0	St. Margaret's Bay,	0	0 0
Bridgetown,	1	0 0	St. Peter's,	0	3 6
Bridgewater,	0	6 6	St. Ann's,	0	0 0
Canning,	0	7 6	Shelburne,	0	10 0
Chester,	0	8 0	Sherbrooke,	0	2 6
Cape Canso,	0	5 11	Sydney,	0	5 0
Clementsport,	0	0 0	Sydney Mines,	0	0 0
Digby,	0	17 0	Shubenacadie,	0	6 0
Durham,	0	0 0	Tatamagouche,	0	7 1½
Glenelg,	0	1 11½	Truro,	1	13 0
Guysboro',	0	19 0	Upper Musquodoboit,	0	5 9
Hantsport,	0	2 8	Stewiacke,	0	0 0
Kentville,	1	12 0	Wallace,	0	8 0
Lawrence Town,	0	5 6	Weymouth,	0	13 9
Liverpool,	1	12 6	Windsor,	0	2 10
Londonderry,	0	15 7½	Wolfville,	1	4 0
Lower Horton,	0	7 6	Walton,	0	0 0
Lunenburg,	0	9 0	Westport,	0	4 0
Lower Stewiacke,	0	6 4½	West River,	0	0 0
Lock's Island,	0	5 4	Wilmot,	0	9 10½
Mabou,	0	6 0	Whycocomagh,	0	1 3
Maitland,	0	5 6	Yarmouth,	1	18 0
McNair's Cove,	0	12 0			
Middle Musquodoboit,	0	0 0			
Mahone Bay,	0	2 9			
Margaree,	0	1 0			
Mill Village,	0	3 0			
New Glasgow,	1	2 6			
Newport,	0	8 0			
				£37	6 1
			Amounts brought over—	38	5 7½
				40	18 0
				42	2 8½
			Total in the year—	£158	12 5
					Report

REPORT No. 6.

Report of all allowances made to mail contractors in Nova Scotia, beyond the sums originally stipulated in their respective contracts, during the year ended the 30th September, 1858, with the reason for the same,—specifying the route and name of contractor, the original sum provided by the contract, and the original price, the date of commencement of additional service, and additional allowance therefor.

ROUTE.		NAME OF CONTRACTOR.	ORIGINAL SERVICE PROVIDED BY CONTRACT.	ORIGINAL PRICE.	ADDITIONAL SERVICE REQUIRED.	Date of commencement of additional service.	Additional allowance per annum.
From	To						
Country Harbor,	Isaac's Harbour,	S. Johnston,	{ To convey weekly mail between Country Harbor and Isaac's harbor. }	{ £13 0 0 }	{ To extend the route to Gun on the cross roads. }	{ 1857—58, 1st October. }	{ £5 0 0 }
Shubenacadie,	{ Belleannan and Gay's River, }	W. Wardrop,	{ To convey a weekly mail from Shubenacadie to Belleannan to Gay's River, }	{ 27 7 6 }	{ Distance increased by courier travelling via Indian road. }	{ 1858, 1st April. }	{ 3 12 6 }
St. John,	{ Windsor and Digby, including Parrsborough, }	King & Bros.	{ To convey two mails per week during 8 months of the year, and one the remaining 4, between St. John, Digby and Annapolis, }	{ 500 0 0 }	{ To run a first class sea-going steamer for the conveyance of the mails twice per week each way between St. John and Windsor, and twice per week between St. John and Digby—the Windsor service to commence with the spring, and to terminate with the closing of the navigation; and the Digby service the whole year, with the privilege to the contractor of keeping up the route with a sailing packet during the mths. of Jan. and Feb. each week. }		
Cheverie,	Newport corner,	Charles Lake,	{ To convey a semi-weekly mail from Cheverie to Newport corner, }	{ 47 1 3 }		1st May.	500 0 0
Mt. Uniacke,	{ N'port corner, St. Croix and Newport station, }	P. Deegan,	{ To convey a semi-weekly mail between Mt. Uniacke and Newport cor. }	{ 22 15 0 }		21st July.	5 0 0
						1st Sept.	11 0 0
						Total	£525 12 6

F. M. Passov, examiner account branch.

A. WOODGATE, P. M. G.

REPORT No. 7.

Report of new post and way offices established in Nova Scotia during the year ended 30th September, 1858.

NAME OF OFFICE.	WHETHER POST OR WAY OFFICE	COUNTY.	NAME OF OFFICER.	DATE WHEN DUTIES COMMENCED.
Berwick,	Post Office.	King's,	John M. Parker,	1st July.
Glenelg, St. Mary's,	Ditto.	Guysboro.'	John Campbell,	1st July.
North River Bridge,	Way offices.	Colchester,	James Burrill,	
Portuguese Cove,		Halifax,	John Sullivan,	
Clarke's Harbour, Cape Sable Island,		Shelburne,	Beverly Smith,	
Deer Field,		Yarmouth,	James B. Gallie,	
New Albany,		Annapolis,	Azah Whitman,	
Waugh River,		Colchester,	Jeremiah Murphy	
Head of Tatamagouche Bay,		Colchester,	Hugh McIntosh,	
New Minas,		King's,	W. J. Higgins,	
Salmon River, Lake Settlement,		Guysboro.'	Step. McGuire,	
Givan Wharf,		King's,	John Givan,	
Port William,	King's,	John Lingley,		
Gunning Cove,	Shelburne,	W. Doane, senr.		
Mount Uniacke,	Halifax,	Patrick Deegan,		
Pineo Village,	King's,	Arunah Randall,	1st Sept.	

A. WOODGATE, P. M. G.

F. M. PASSOW, examiner account branch.

REPORT No. 8.

Report of new post routes established during the year ended 30th September, 1858.

NAME OF ROUTE.		WHEN ESTABLISHED.	NO. OF TRIPS PER WEEK.	REMARKS
From.	To			
		1858.		
Upper Onslow,	Truro,	1st October,	Twice.	
Plaister Cove,	Whycocomagh,	} 1st July,	Once.	
	Serving R. Dennis,			
Annapolis,	Granville,	1st July,	Three.	
Mount Uniacke,	Newport Corner,	21st July,	Two.	
Tusket,*	The Wedge,	1st August,	One.	
Sheffield Mills,	North Mountain,	1st July,	One.	
Newport Station,	Newport post office,	1st September,	Two.	
Arichat,*	Little Arichat,	1st July,	Three.	
Arichat,*	Discouse,	1st July,	Two.	

* Parties interested in the new mail routes marked * have pledged themselves to pay one half the expense.

A. WOODGATE, P. M. G.

F. M. PASSOW, examiner account branch.

Report

REPORT No. 9.

Report of new post and way officers, and offices and post routes discontinued and closed within the year ended the 30th September, 1858, shewing in the case of each office and post route discontinued or closed, the reason for the proceeding.

POST OR WAY ROUTE.		Name of Officer.	County.	When closed.	Reason for closing.
Post Office.	Way Office.				
	Berwick, Glennel, Brookfield, or S. S. Mira, Sackville, Windsor Road,	John M. Parker, John Campbell, Ewen McNiel, John Hamilton,	King's, Guysborough, Cape Breton, Halifax,	1858. 1st July, 1st July, 1st Jan. 5th June,	Converted into Post Office. Removed to Marion Bridge, C. B. Office discontinued in consequence of Rail- road removed to Mount Uniacke.

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Post routes discontinued within the year ended 30th September.

POST ROUTE.		DISTANCE IN MILES.	TIMES PER WEEK.	DATE OF DISCONTINUANCE.	Reason for discontinuance.
From	To				
Country Harbor,	Isaac's Harbour,	17	Once.	1857. 1st October.	Route extended from Country Harbor to Gunn's, on cross roads.— Service designated—cross roads to Isaac's Harbour. Recommended to be discontinued, and Amherst made starting point instead of L. Maccan.
Lower Maccan,	Joggins' Mines,		Twice.	1st November.	

F. M. Passow, examiner account branch.

A. WOODGATE, P. M. G.

Report

REPORT No. 10.

Report of curtailment of expense effected by the post office department within the year ended 30th September, 1858,—specifying in each case the route to which the curtailment relates, the name of contractor, original service provided by the contract, the original price, the reason for curtailment, the amount of reduction of price, and the date from which the curtailment took effect.

ROUTE.		NAME OF CONTRACTOR.	ORIGINAL SERVICE PROVIDED BY CONTRACT.	ORIGINAL PRICE.	REASON FOR CURTAILMENT.	Reduction made in price per ann.	Date of commencement of reduction.
From	To						
Plaster Cove, Mabou,	Port Hood, Baddeck,	Edwd. Dellanty,	{ To convey the mail from Plaster Cove to Port Hood, Mabou and Baddeck, serving the way office at River Inhabitants from Plaster Cove, and way office at River Dennis from Whycocomagh. }	£161 7 0	The courier made a reduction in these two contracts in consequence of being relieved from carrying the mails from Plaster Cove to River Inhabitants, and Whycocomagh and River Dennis—the route between Plaster Cove and Whycocomagh having been established.	£22 0 0	1858. 1st July.
Shubenacadie,	Musquodoboit,	Saml. Kennedy,	{ To convey a weekly mail from Shubenacadie, to Middle and Upper Musquodoboit. }	35 0 0	Two mails a week having been established between Halifax and Guysboro', via Great Eastern road and Middle and Upper Musquodoboit, the contractor makes a reduction in his contract to travel to the middle instead of the upper settlement of Musquodoboit, from Shubenacadie.	10 0 0	1st July.
Cheverie,	Newport,	C. Lake,	{ To convey a semi-weekly mail from Cheverie to Newport corner and St. Croix. }	58 1 6	To accommodate the public, the mail route was again changed, to run from Cheverie to Newport post office direct, instead of the courier continuing his travel to Newport corner & St. Croix.	11 1 6	1st Sept.
						£48 1 6	

F. M. PASSOW, examiner account branch.

A. WOODGATE, P. M. G.

REPORT No. 11.

A report of all cases occurring within the year ended 30th September, 1858, of the abstraction or loss of letters containing money sent in through the post office, in Nova Scotia, shewing the particulars of each case, and stating the result of the proceedings instituted by the department.

By whom mailed.	When mailed.	Where mailed.	Stated contents of letter.	ADDRESS.		Evidence of loss or abstraction.	Result of the proceedings instituted in each case by the department.
				Name.	Place.		
W. N. Smith,	21st May, 1856.	Way office, River Hebert,	Amount not stated.	Han'h T. Smith,	New Bandon, Bay Chaleur,	None.	{ After a searching enquiry had been instituted in reference to the loss of this letter. satisfactory evidence was produced to show that the letter had been duly delivered, tho' denied by the receiving party.
James Forman, esq.	19th Nov.	Halifax,	£50, and deposit receipt.	Jno. Sutherland,	Antigonish,	Mail not received.	{ The loss of this letter was occasioned by the courier getting drunk, and losing the whole mail after he left the Antigonish office. The sur-ties of the contractor, however, made good the amount. Subse-quently the mail bag and contents were recovered, when the amount was remitted.
Jos. Whitford,	31st Oct.	Chester,	1 sovereign,	M B. Desbrisay,	Dartmouth,	Not received at desti-nation.	{ Not registered. No trace to show how loss occurred.
Alex. McDonald,	14th Oct.	Truro,	£2 0 0	F. Oliver,	Sydney,		{ The loss of letter resulted from in-attention to departmental regula-tions at Sydney, C. B. Amount made good by postmaster.
E. G. Fuller,	16th Oct.	Halifax,	100 0 0	Capt. Isaac T. Lewis,	Barrington,	Letter received with-out contents.	{ Money supposed to have been ab-stracted from the letter previous to its being deposited in the post office.

S. K. Mood,	18th June	Barrington,	17 10 0	Messrs Creighton & Wiswell,	Halifax,	Not received at desti-nation.	{ Enquiry failed to elicit sufficient evidence to prove how loss occur-red.
Mrs. Morse,	20th Feb.	Amherst,	5 0 0	Prov. Secretary,	Halifax,	Letter received with-out contents.	{ No evidence to show how loss oc-curred.
W. & C. Silver,	14th Jan.	Halifax,	150 0 0	E. Coloon,	Port Medway,	Only £145 received.	{ After due enquiry, the amount de-ficient in the letter, was ascertain-ed to have been abstracted (as a joke) by the wife of the party to whom the letter was addressed.
Ed. Albro,	17th Jan.	Halifax,	\$10	{ Miss Albro and Miss Newton.	Auburdale, Mass,	Not received.	{ No trace of this letter.
M. Archibald,	5th Mar.	Pictou,	£10 0 0	G.W. Archibald,	Halifax,	Letter not registered.	Ditto.
J. McDonald,	8th Mar.	Pictou,	5 0 0	M. I. Wilkins,	Halifax,	Not rec'd at destina-tion. Not registered.	Ditto.
Alex. McDonald, Arch McLean,	15th Mar. 9th Mar.	Halifax, Halifax,	2 0 0 4 0 0	Jno. McLellan, Jno. McLean,	Mira River, Mira River,	Only £1 received. Letter received, but no money.	{ Enquiry failed to elicit sufficient evidence to prove how loss occur-red in these two cases.
P. J. Clerk,	25th Apr.	Sydney,	0 12 6	D. B. Clerk,	Halifax,	Stated as not deliv'd.	{ No trace of this letter.
Written by railway navies, &c. at St. Croix, Mt Uniacke, Newport Corner, and Halifax.	4th Aug. 4th Aug.	W. O. St. Croix, Mt. Uniacke,	Average of about 125 papers	Neil McPherson, R. McDonald, Mrs A. McDonald, H. McDonald, Mal. McInnis,	S. S. Mira, N. S. Mira, Mira River, N. S. Mira, S. S. Mira,	Some letters received without any money, others with portion of contents abstract-ed.	{ An officer of the post office depart-ment was sent down to Cape Bro-nton to investigate the case, but no evidence could be obtained to prove where and by whom the letters were robbed. The papers, &c. con-ducted with the same, are in the hands of the government.

F. M. Passow, examiner account branch.

A. WOODGATE, P. M. G.

PART 2.

REPORT OF POST OFFICE COMMITTEE.

The committee on the post office report as follows :

The several petitions referred to your committee have been considered.

Your committee recommend that the rule requiring local aid towards support of new rides be changed ; and that in those cases recommended under the rule, the persons interested shall give security to pay one-third instead of one-half the cost of the courier, or to make up to that extent, a deficiency in the cost of putting up the ride. In those cases where the number of the mails are increased between any two points, the parties to give security to pay the third of the cost of increase.

Your committee recommend that the following rides be established under the rule :

From Yarmouth via Kelly's Cove, Chebogue Point, and Chebogue and back to Yarmouth, semi-weekly.

Clementsport, through Guinea settlement and Birch town to Hessian line corner, via the back road, thence down the river to Clementsport, weekly.

Way office, Merigomishe, up French River to Piedmont valley, and eastwardly to Middle settlement, Barney's River.

Carland's way office to Pubnico point, semi-weekly.

Aylesford to French Cross, additional mail.

Cheticamp to Grandance, once a fortnight.

Wilmot to Melvern corner, once a week.

Truro to Old Barns, additional.

Upper Musquodoboit to Sheet Harbor, additional.

Wolfville to Canning, tri-weekly.

Bridgetown to Granville, additional.

Antigonishe to Malignant Cove.

Mount Uniacke to South Rawdon way office.

Your committee recommend that the following change be made in the route at Stewiacke :

Semi-weekly from Brookfield to Upper Stewiacke, and the rest of the route once a week.

Your committee recommend the extension prayed for from Middle River, Pictou, to New Gairloch, either to be put up for tender and contract, or by an arrangement by the postmaster general.

Your committee have considered petition of the inhabitants of Antigonishe for a daily mail from West River, Pictou, to that place and New Glasgow, and also a proposal made by Mr. T. S. Lindsay to the postmaster general, and recommend that the proposal be accepted ; the contract to be extended to him for four years from the time it will expire in June, 1860, for the increased sum of one hundred and fifty pounds additional.

Your committee also recommend that a daily mail be established between Truro and Amherst, to meet a daily mail from St. John New Brunswick—not to exceed 200*l.* ; also that one of the rides between Pictou and Amherst be discontinued, and that the postmaster general make provision for a tri-weekly mail by coach from Truro to Pugwash, and to arrange with the present contractor, Mr. Blair—providing the extra cost does not exceed 87*l.* more than now paid on both routes, and that the way-office at Mr. McNutt's be abolished.

Your committee recommend a change of postal communication between Shubenacadie and Maitland, and that a tri-weekly mail be set up between these two points, and another courier from Shubenacadie through the hard land road to Nine Mile River and the Gore, returning by the Indian road.

Also,

Also, that the ride from New Glasgow to Garden of Eden and Glenelg be hereafter set up on the new road, via Sutherland's River, and that another ride from New Glasgow to McLennan's mountain be set up.

Your committee recommend that the postmaster general make compensation to the postmaster at Lower Stewiacke, for conveyance of mails from railway station to post office, not to exceed five pounds.

Also, to D. Gunn for his services the past year in carrying an extra mail from Country Harbour to Isaac's Harbour, such fair compensation as he deems proper; the second ride, however, between those points to be discontinued, unless the parties interested take it under the rule.

Your committee have not had sufficient evidence to enable them to deal with the petition of Samuel Morehouse for compensation for sums alleged by him to have been paid when engaged in the conveyance of the mails.

Your committee have considered the petition of Messrs. King & Brothers, respecting their contract for conveyance of the mails from Windsor to Kentville and Annapolis, and recommend that a new contract be entered into with them, to convey a daily mail each way between Windsor and Kentville, and tri-weekly between Windsor and Annapolis, for the sum of three hundred and fifty pounds per annum, to expire at the same time as their contract for running the steam boat across the Bay of Fundy. Your committee are fully satisfied the sum is moderate, and that the running of the stage lines, in harmony with the steamer and railway, will add to the regularity of the mails and the convenience of passengers.

Your committee recommend that the way office at Ship Harbour, Inverness, be changed into a post office, and that the postmaster general in making payment under the scale, affix a sum as a salary to all the post offices created since the scale came into operation, so that those new offices will stand on the same footing as the old ones.

The petitions for increase of salaries of postmasters, your committee cannot recommend to the favorable consideration of the house, as they cannot see anything special in the cases under consideration to withdraw them from the operation of the scale.

Your committee have considered a petition of J. Comerford for an increased allowance as mail courier, but cannot recommend any increase, leaving the party to determine his contract, by a suitable notice, if he is dissatisfied with the compensation he receives.

The petition of Albert Graves for allowance for ferrying the mails across Jordan River, your committee recommend to be referred to the postmaster general to make moderate compensation to petitioner.

The petition of Henry Conlon for payment for extra travelling for a short distance while a bridge was down, your committee report against, as every courier in the country is liable to the same inconvenience, and if paid in one instance, other claims would most likely be the immediate result.

Your committee regret they cannot recommend a grant to Messrs. Hyde and Archibald for the conveyance of the Canada English mails. Your committee are clearly of opinion the Canadian government should pay the claims in question; but they cannot recommend a grant for them from the funds of this province.

Your committee recommend a grant of twenty pounds to aid in running a mail schooner, twice a week, during the navigation season, between Pictou and Georgetown, P. E. Island, to be paid by the postmaster general when the service is properly performed.

Your committee have investigated the claims of several petitioners to be reimbursed for money alleged to have been abstracted from numerous money letters. In some cases the letters were not registered, and therefore could not be traced. In those of the parties from Mira, Cape Breton, they were nearly all registered; but the letters were found to have been opened, and money abstracted, although the letters reached their destination. The government and the postmaster general caused the most strict and careful investigation to be instituted, but no clue was obtained to the guilty party. Your committee

mittee sympathise with the poor men whose earnings were so criminally diverted from their legitimate purposes, but cannot recommend the payment of the sums lost, which would establish the precedent of making good all similar losses, and thereby open the door to frauds of no ordinary character. In the case of Samuel K. Mood, of Barrington, the money was put into a letter and registered, and it having been directed to Halifax, it was marked and noted on the way bill. Search was immediately made in the office in Halifax, but it was not found. A letter not registered was, however, found in the same mail, directed to the same party, and it was supposed to be the one said to have been registered, and no further enquiry was made at the office in Halifax for some months, during which time the postmaster at Barrington removed to Yarmouth. That the letter and money were put into that office, there can be no doubt, and that it did not arrive at the Halifax office, is just as certain; but what became of it is somewhat doubtful. The late postmaster might be made answerable if the letter and money were lost through the carelessness of any person in his office; but there is not sufficient evidence upon which that point could be determined. The petitioner must, however, be bound by the rule which excludes other claims.

In the other cases, there is no sufficient evidence upon which the committee can report specially.

Your committee recommend that the present ride from New Glasgow to Cape George stop at Malignant Cove; and that the semi-weekly mail to Barney's River be extended to Malignant Cove; and that a semi-weekly mail be established between Antigonish and Cape George—the whole to be done by tender and contract.

Also, that a ride be set up from from Dunlop's way office, down the east side Sable River, to George Harding's, at Little Port L'Herbert.

The following way offices are recommended to be established:

West branch East River, Pictou.
 Green Hill, county Pictou.
 Point Bruley, county Colchester.
 New Gairloch, county Pictou.
 George's River, county Cape Breton.
 Sambro, county Halifax.
 Kingston, county King's.
 Cape North, county Victoria.
 Caledonia, county Guysboro'.
 North shore, St. Anne's, county Victoria.
 Greenwood, Clyde River, county Shelburne.
 Forks, Big Baddeck, Victoria.
 North shore Wallace, Cumberland.
 At or near Wm. E. Angevine's, Wallace.
 A place of deposit at J. W. Cutten's, Onslow.

Your committee recommend that William Dunbar, who kept a place of deposit since the beginning of 1857, be allowed to retain in his hands the usual annual allowance for 1857 and 1858, out of the monies received by him.

Your committee are gratified to observe by the report of the postmaster general, that all the necessary arrangements have been made for putting into immediate operation the post office money order system in the shire towns of every county in the province, which your committee believe will be found to facilitate greatly the remittance safely of small sums, from one portion of the country to another, without entailing on the department any additional outlay. The scheme provides for the payment of postmasters by a commission on the business done; but as the business in the Halifax office will necessarily be large, your committee suggest that the commission received in that office go into the general fund, and that the postmaster general make arrangement with one

of the head clerks for the additional salary of twenty-five or thirty pounds as he may deem right, according to the extra duty performed for the management of the business in that office.

Your committee are also pleased to find that although the expenditure for additional rides and salaries was last year 477*l.* 1*s.* 6*d.*—the deficiency to be provided for was 77*l.* 16*s.* 1*d.* less than for 1857—the revenue of the department having increased 553*l.* 17*s.* 7*d.*

Your committee recommend strongly that a daily train should be despatched to Truro, for mails and passengers only, at not later than half-past six, A. M., to arrive at Truro at nine or half-past nine; and then from Truro not earlier than four, P. M. The freight trains to start and pass each other at such times as will not interfere with the mail trains.

Your committee recommend that the postmaster general put in operation a system for the transmission, by mail, of small parcels, similar to that in England and Canada, and which he explained to your committee.

All which is respectfully submitted.

W. A. HENRY, chairman.
A. C. McDONALD,
A. McFARLANE,
CORNELIUS WHITE,
JOHN C. WADE,
H. MUNRO.

Committee room, 5th April, 1859.

No. 10.

HOSPITAL FOR INSANE.

MAY IT PLEASE YOUR EXCELLENCY,—

The commissioners of the hospital for the insane respectfully submit to your excellency their first annual report, together with the report of Dr. DeWolf, the medical superintendent, and the treasurer's statement of receipts and expenditure, ending 31st December, 1858.

The commissioners were appointed in July, 1858, and, immediately after organizing, proceeded to adopt measures to supply the institution with water. A report from James R. Forman, esquire, civil engineer, dated in July, 1854, advised the selection of Maynard's lake as the source from whence this supply should be derived. Its elevation above and proximity to the hospital giving it, for this purpose, advantages over all other bodies of water in the neighbourhood. Acting on that report and a subsequent survey made by the same engineer, the commissioners took the preliminary steps required by law to obtain legal possession of the water, and accomplish the work.

The proprietors of the lake and the commissioners not agreeing as to the terms of sale and purchase of the privilege required, appraisers were appointed in accordance with the terms of the act. Their award was not acceptable to some of the parties interested; legal objection was taken to it, and it was set aside by the judges on technical and legal grounds. The want of water alone prevented the hospital from being opened for the reception of patients at an early date. The urgency of the case being made apparent to the proprietors of the lake and the lands adjoining, they kindly consented to give the board written authority to commence the work; leaving the damage for subsequent legislation and appraisalment.

Tenders had been previously advertised for, and the contract for excavating the pipe-trench and refilling it with earth—the distance from the lake to the grounds of the hospital being one mile and one quarter—was taken at two hundred and eighty-one pounds. To this amount, the sum of twenty-seven pounds has to be added for additional work performed by the contractor, in excavating the foundation of a pipe house, &c.

Acting under the advice of Mr. Forman, the commissioners at the same time constructed a dam at the outlet of the lake, giving the water therein an increased elevation of four feet or thereabout. The contractor succeeded so far with the work as to convey the water to the hospital, but failed to finish it, and the commissioners have retained in hand a sum quite sufficient to complete the contract, should he fail to do so early in the spring.

The supply of water received through a six inch main pipe is ample for every purpose, and will more than meet the requirements of the institution, when the whole structure is erected and in full operation.

Assuming the building to be complete and occupied by three hundred inmates, the daily demand on the lake, for every purpose, will be ten thousand gallons. This multiplied by 365 will give the annual demand of 3,650,000 gallons. The report of Mr. Forman, based on calculations made after a survey of the lake, allowing for waste from evaporation, estimates the capacity of the source for supply as equal to 28,500,000 gallons per annum, or nearly eight times the required quantity. While the cost of the pipe and other outlay connected with this particular expenditure has been comparatively large, the advantages accruing to the hospital from this source of comfort, health, and safety, can only be fully appreciated by those who are connected with similar institutions, where the supply which we have so abundantly at command is wanting, and the instances are numerous both in Europe and America.

Where so many human lives are likely to be congregated, and so much provincial money has been and will be expended, it behoves the commissioners to adopt every precautionary measure to ward off every danger from fire. As yet but one fire plug is in operation, in rear of the main and between it and the detached buildings—but your board have it in contemplation to erect, at an early date, others in suitable localities. At the same time the internal arrangements of the building will be attended to with corresponding care. The building is already partially, and will, in a very short time, be well supplied with suitable hose, in quantity sufficient to command, in case of accident, the whole of the present structure. The superintendent has been requested to organise with the officers and resident servants of the institution, a fire brigade, and to instruct and practice them at stated intervals in the duties pertaining to this important matter, so that in case of emergency each and all may be prepared to act deliberately and in concert.

In this connexion we may state that an efficient night watch or patrol has been established, as provided for in the bye laws. A knowledge of the fact that in a few weeks all the operations connected with manufacturing gas for lighting the hospital, and generating the steam for heating it, as well as the cooking and washing for the entire establishment, will be conducted at and within the brick detached building, one hundred and twenty feet from the main structure, in which there will be no fires, or, if any, certainly not more than two or three, coupled with the advantages and precautions above referred to, while imparting confidence to the public and a sense of safety to the inmates, should, at the same time have a material bearing on the question of insurance.

The code of bye laws drawn up shortly after our appointment to office, and subsequently endorsed as approved by your excellency in council, while adapted, as we believe it to be to our present circumstances, may, from time to time, require alterations and additions. As these suggest themselves, they will be made and submitted for your excellency's consideration.

In furnishing the building, the commissioners have succeeded in procuring substantial and durable articles of good quality, for the most part of home manufacture, and while
paying

paying due regard to economy, have studied the comfort and convenience of those who shall be its future inmates. When practicable the different articles were supplied by contract.

The executive officers took possession of their quarters on the 1st day of December, 1858, and it was publicly announced through the medium of the provincial press, that the institution would be ready for the reception of patients on the 1st day of January, 1859. Early in January contracts were entered into for twelve months for the different articles of domestic consumption required by the hospital.

At this stage it became necessary to arrange a scale of charges for the different classes likely to seek admission to the hospital. In reference to this matter the provincial act is indefinite, and merely guards against an overcharge to one class in the following terms: "Indigent persons and paupers shall be charged for medical attendance, board and nursing, while residents of the hospital, no more than the actual cost." It will be evident to your excellency, that the cost of support will decrease as the number of patients increases. With a limited number, the expense of sustaining them individually will be large; but when in full operation, it will be considerably decreased, from the fact that the executive officers and staff of attendants will be nearly the same for fifty as for one hundred inmates; the expenditure as regards fuel and some other necessary items will be almost as great for a partially filled building as when all the apartments are occupied: It being impossible then, under present circumstances, to arrive at "the actual cost," the commissioners have concluded to admit indigent persons and paupers, chargeable on counties or townships, to the benefits of the institution, at the following rates: Males, thirty-two pounds ten shillings, and females twenty-six pounds, per annum. These amounts will at present, and perhaps always, be considerably under the actual cost.

The rate for private paying patients has been fixed at fifty pounds per annum. Persons requiring extra accommodation and attendance will be charged accordingly; the amount in such cases to be subject to private arrangement.

Contrasted with the usual charges for board and lodging in the capital and other parts of the province, the commissioners find that the laboring and mechanical classes pay for these two items alone, from thirty to forty pounds per annum; while young men and lads engaged in offices and stores are charged not less, and often more, than one pound per week; rather more than the above hospital rate for private paying patients. Now it is to be borne in mind, that all the patients of the institution will not only be provided with board and lodging of a superior description, but with medical and other attendance, nursing, washing, mending, and the use of a good library, besides many other comforts, some of which we may designate as luxuries, that even the wealthy have not always at their command.

With these facts before them, and being aware of the charges in similar institutions elsewhere, the commissioners are impressed with the belief, that the scale they have arranged as above is exceedingly moderate. Should, however, the proprietors of the institution, the people of Nova Scotia, entertain a different opinion, they, through the medium of their representatives in the legislature, have at all times the power to modify and control it.

The act not providing for their support, the question as to the conditions on which transient paupers were to be received, was submitted for your excellency's consideration, and we now have your instructions, under date of 8th January, 1859, to the effect that, insane transient paupers are to be admitted to the hospital at the provincial expense only after the commissioners have been satisfied by affidavit and documentary testimony that such persons are not chargeable on any township or county of the province.

No formal transfer of the buildings to the commissioners by the board of works has taken place; neither are the relative duties of the two boards defined by the act relating to the hospital.

The commissioners are desirous of being relieved of all the business connected with the

the construction of the buildings now under contract and of subsequent additions to the hospital. They assume that their functions rather pertain to the charge and management of the grounds and buildings when occupied and in operation; and would be pleased to receive your excellency's instruction relating to this matter.

The position of the hospital is elevated, commanding and healthy. The land connected with and belonging to the institution comprises about eighty-five acres, extending eastward in a narrow strip, about one mile from the harbour. It is all in a rough, uncultivated condition, except that between the building and the harbor, which has been broken up under the direction of the board of works, and a part of it well laid out as a garden, of sufficient size to meet the requirements of the hospital. The grounds in the rear of the building will be difficult and expensive to prepare for agricultural purposes; but the commissioners hope, ere long, under the superintendence of the steward, a practical farmer, to be able to accomplish this, to some extent.

A farm in connection with such institutions being always desirable, not in a pecuniary point alone, but as a restorative agent, affording as it does, healthy exercise and pleasing recreation to a large number of the patients, while quite sufficient in quantity and in depth, it is much to be regretted that the grounds are so contracted in breadth. At the site of the buildings the north and south measurement is only six hundred feet, and when the whole structure is completed there will only be a space of sixteen feet, or thereabouts—barely room for a carriage road—intervening between the gables and the property of Messrs. McMinn, on the north, and that of Mr. Mott, on the south; while the buildings and dwelling houses of these parties are but a few yards from the boundary lines, and in close proximity to the hospital. This of course does away with that privacy which, connected with such institutions, is always so desirable; and the commissioners trust, that at the earliest practicable period, this serious objection may be removed by the province purchasing additional ground both on the north and south sides of the present hospital lines.

The internal arrangements and comforts of the institution, as far as constructed, have been alluded to in the report of the medical superintendent, and on these subjects it is unnecessary that we should dwell; but there is another part of his report, that, relating to the limited accommodation of the hospital, on which it is our duty to remark, and to call the special attention of your excellency and the legislature.

The present structure is altogether insufficient for the wants of the province. It is intended to accommodate but ninety patients, which number may, by injudicious crowding, be increased to one hundred. From the return of the medical superintendent annexed hereto, your excellency will learn, that there were on the 31st day of December, 1857, in the province, exclusive of Halifax county, and those confined in the poor's asylum, 205 persons known to be insane; and there are doubtless many in the out districts of the several counties, whose names have not been included in this return. In Halifax county alone it is probable there are, including those in the poor's asylum, not less than one hundred.

From these data we may then reasonably assume that the insane population of Nova Scotia is not less than three hundred and fifty; and we may conclude that a very large portion of this number will be fit subjects for the restraint and treatment for such an institution as that under our charge.

The original plan places the residence of all the executive officers in a central block or building yet to be constructed, adjoining, and to the north of that portion now completed. The want of this section is very seriously felt, as a considerable part of the south wing, intended for patients, is necessarily occupied by officials and their families.

The structure intended by the original design for insane criminals, violent and noisy patients, has not yet been commenced. These classes cannot, under present arrangements, be provided for with safety or comfort, either to themselves or the other inmates. Indeed to place them in any part of the wards now finished would seriously militate against the provincial hospital, as a curative institution.

There

There are at the present time several insane criminals in the provincial penitentiary, and different county jails, who should be removed to the hospital at Dartmouth; but for whose safe keeping the commissioners, under existing circumstances, cannot become responsible. And it is more than probable that a large number of those for whom admission will be sought, will be violent persons, whose friends are unable to control and restrain them; while the more docile and easily managed will in too many instances, for pecuniary reasons, be retained at their own homes. Hence the necessity of being early provided with safe and suitable accommodation for the classes under consideration.

With our institution in partial operation, and with the facts and arguments above adduced, your excellency cannot fail to perceive the necessity that exists for its immediate extension and eventual completion, both on the grounds of humanity and expediency; for all experience goes to prove that a large proportion of recent cases, may, by proper hospital treatment, be restored to a healthy mental condition; while the want of it too often renders lasting and permanent this distressing form of disease.

It is implied in the 12th section of the act in reference to the hospital for the insane, that in granting admission to this institution, the commissioners should give a preference to recent cases, and those most likely to be benefitted by hospital treatment. The board having at their disposal so little accommodation, and desiring, to the utmost of their ability, to make the institution a curative one, will, as far as practicable, adhere to the spirit of that judicious clause, by giving a prior claim to those cases which have not become chronic and incurable. Such a course will probably, in some instances, create dissatisfaction; but in adhering to it the commissioners feel that they will not only be acting in accordance with the law, but in the path of duty.

There is a portion, not inconsiderable in number, of the insane population of Nova Scotia, who possess no means of support, and are entirely dependent on relatives or friends who are unable to bear the burthen of sustaining them in the institution in whole, while they might be able to do it in part. In some instances, already familiar to the commissioners, the individuals have been reduced by adverse fortune from plenty and good positions in society to entire dependence. The friends of some of these persons who shrink from having them admitted as paupers, say to the board, "we are unable to pay the full annual charge of the institution, but we will become responsible for a portion of it." Now the commissioners have no authority to consider such applications, unless the act in relation to the hospital be so amended as to give them a discretionary power to adopt such measures as the charitable nature of the institution, their own feelings, and the peculiar circumstances of the case, would seem to prompt and render necessary, and in effecting this very desirable object at the earliest practicable period, the commissioners feel assured they will have your excellency's aid and influence.

The commissioners have great pleasure in calling your excellency's attention to a circumstance of a most gratifying nature. Within a short time they have had placed at their disposal, for hospital purposes, a legacy of 167*l.*, and donations amounting to 500*l.* The former was left by the late Mr. John Brown, of Halifax, and will, in accordance with his wishes and intentions, as expressed to the board by his executor, Daniel Creamer, esquire, one of our number, be invested, and the interest appropriated by the commissioners for the support of the indigent insane. Three hundred pounds of the donation referred to have been given the hospital by the hon. Hugh Bell, who, some few years since invest'ed that amount for this specific object. The balance, or two hundred pounds, is the gift of a friend of Mr. Bell, whose name is unknown to the commissioners. The interest which has accumulated on these monies, being added to the principal, makes the whole amount now to six hundred pounds, or thereabouts. As requested by Mr. Bell, the commissioners intend appropriating the interest of this six hundred pounds for the first four years to the purchase of books for a library.

Such examples of charitable liberality, it is to be hoped will serve as a stimulus to others, who have the ability to do likewise.

In

In conclusion the board have to acknowledge the valuable aid and advice they have from time to time received from Dr. DeWolf, the medical superintendent, since they have been associated with him. His zeal and energy on behalf of the institution demand their warmest approbation and this official acknowledgement.

All of which is respectfully submitted.

D. McN. PARKER,
GEO. H. STARR,
DANIEL CREAMER,
SAMUEL A. WHITE,
D. FALCONER,
JOHN A. BELL,
JOHN DOULL,
DOM. FARRELL,
J. W. RITCHIE.

Halifax, 24th January, 1859.

REPORT OF THE MEDICAL SUPERINTENDENT FOR THE YEAR 1858.

The undersigned herewith submits to the board of commissioners of the provincial hospital for the insane, his first annual report.

History.—It is now thirteen years since a commission, appointed by Lord Falkland, consisting of the honorable Hugh Bell, Samuel P. Fairbanks, esq., and the late A. F. Sawers, M. D., went to the United States on a visit of enquiry in reference to the construction and management of a hospital for the insane. Their detailed and ably written report is contained in the journals of assembly for the year 1846, and to those interested in the subject, this document will afford full and satisfactory information, amply repaying the time spent in its perusal.

Legislation.—In the journals of the same year, we find that a committee of the assembly, of whom T. A. S. DeWolf, esq., was chairman, recommended an annual grant for five years, for “purchasing the necessary grounds and erecting and furnishing such buildings as would meet the requirements of this province.”

Donations.—From that period to the present time, efforts have been made to establish an institution of this class, and generous private donations, as well as liberal legislative grants, have been awarded for this object. Especial notice is due to the gift of a year's salary by the then mayor of the city, hon. H. Bell, which has since been accumulating at interest, with £200 additional from an anonymous friend. To the stimulus given by this beginning, and the praiseworthy perseverance of the donor in after years, we are mainly indebted for our present building.

Legacy.—A legacy from the late Mr. John Brown, amounting to upwards of sixteen hundred pounds, is appropriated for the benefit of the inmates of the hospital, and serve to prove that, although the last of the North American colonies in erecting a hospital for the insane, we in Nova Scotia are not without at least a share of that wide spread and noble philanthropy, whose aim is to elevate the condition of this helpless and pitiable class, hitherto so sadly neglected.

Foundation.—The corner stone of the hospital was laid with masonic honours on the eighth of June, A. D., 1856, and from that time steady progress has been made in building, completing, and furnishing the present portion of the structure.

Portion

Portion built—The part now built consists of two out of three sections of the south wing ; the centre building for the resident officers and the north wing are not began.—The extreme section of the south wing, being the portion intended for the most violent and destructive patients, is imperatively needed, and should properly have been the first part built, as it invariably proves to be the first required. Already we find urgent necessity for this section of the building, and are compelled to refuse admission to a class of patients who might otherwise enjoy the advantages of the institution.

Situation.—The hospital is situated on the Dartmouth side of the harbour of Halifax, at a distance of about two miles from the city.

The site was selected by the universally esteemed philanthropist, Miss D. L. Dix, from among several that were offered. The location is pleasant, healthful, and desirable, commanding a delightful and extensive view of the city and harbour.

Land.—Connected with the institution are eighty-five acres of land, a small portion of which is arable, the remainder covered with pine and spruce ; a fine grove of the former being immediately in the rear of the building.

Plan.—We are indebted for the plan and specification of the hospital to Dr. C. H. Nicholls, superintendent of the government hospital for the insane at Washington, the accomplished and worthy secretary of the “ association of medical superintendents of American hospitals for the insane.” We are also under obligation to the architect of that hospital, Thomas U. Walter, esquire, for a plan and elevation of the building.

Washington hospital.—The government hospital from which ours has been copied, is so well designed, so convenient in all its arrangements, and so complete in all its details, that it may well serve as a pattern for the construction of others for years to come. In adapting the Washington plan to our purpose, it was deemed advisable on the score of economy, and for the sake of warmth in this more northern latitude to reduce the size of all the rooms, halls and staircases, indeed of the entire building. It were better had the stairways at least have been left of the original dimensions.

Material.—The provincial hospital is built of brick, made for the most part on the premises. It is three stories high—the north transverse hall being four stories. While plain in its appearance, it is greatly improved in its general outline by the recesses into which the wings are thrown. Another, and an important advantage gained by this arrangement, is the additional light admitted into all the halls.

Accommodation.—Each floor of the present portion comprises two distinct wards, making six in all. These are complete in themselves ; every ward having its day room, or parlour, dining-room, clothes-room, bath-room, and water closet, besides six single, and in some two, in others three associated dormitories, and an attendant’s room. Comfortable accommodation is thus afforded for about fifteen patients in each ward. The dining-rooms are all supplied with hot and cold water—the coil of steam pipe by which they are heated serves as a plate-warmer, and each has its china closet and dumb waiter.

Baths.—The bath-rooms are provided with the usual conveniences, and the water closets are very efficiently flushed every time the door is opened. In the centre of the east staircase is a large shaft through which the clothing is sent to and received from the wash-house. The front stairs, which are of granite, to be fire-proof, are fitted with a dust flue on every landing. Of these labour-saving appliances, some were provided for from the first, others again have been introduced during the past year.

Flooring.—The flooring is of narrow spruce, grooved and tongued, and in all the corridors is secret nailed. Deafening has been laid under all the floors.

Windows.—The window sashes are of oak, the upper sash balancing the lower, rising and falling only six inches ; and where it is requisite they are protected by a strong wire

wire guard neatly woven. It was intended to have had the greater number of the window sashes of cast iron, but owing to material imperfections in the workmanship, as well as delay in supplying them, and to extra cost in fitting them to wooden frames, oak sashes were substituted. It will still be desirable to provide iron sashes for many of the dormitories and some of the hall windows, retaining the present sashes for winter use, as double windows. This will effect a considerable saving in fuel, probably sufficient in a short time to repay the expense thus incurred.

Doors.—The doors, as originally made, had a prison look, which it is the aim of the present day to avoid. Those made within the past year have the appearance of ordinary dwelling house doors. A small space is left over all the dormitory doors for admission of light and air.

Substitute for centre building.—A portion of the present building has been partitioned off for a commissioners' office, a dispensary, a temporary kitchen, and a chapel, together with apartments for the superintendent's family. The steward and matron have also their apartments in the building. All the resident officers will be more comfortably provided for in the centre portion when built.

Repairs.—The foundation wall, where it was too narrow, has been at no small expense made good by a battering wall substantially built of iron stone laid in cement, and where it was requisite it was filled in with "grout" or liquid cement. In some of the interstices no less than twenty buckets full of this material were deposited. This, as well as all the mason work about the hospital for the past fifteen months, has been faithfully executed, under the immediate supervision of Mr. C. Dart, an active, intelligent, and trustworthy inspector of works.

Tie Rods.—The internal division walls of the hospital were found in many places to be entirely unconnected with the external walls, leading to the necessity of iron tie rods, which were skilfully introduced and made thoroughly effective by the resident engineer, Mr. Thompson.

Heating.—The mode of heating the building is worthy of notice. Our arrangement consists of two tubular steam boilers fifteen feet long by three and a half feet in diameter, each having fifteen flues four and a half inches in diameter. The steam from these is distributed through eight thousand feet of one inch lap-welded iron pipe, the whole having been imported from Glasgow about a twelve month ago.

The apparatus was put up under the direction of Mr. James Greig, of Dartmouth, assisted by Mr. James Ward, of Jersey city, New York, and has been found to work admirably during the past and this present winter. Since its first introduction many additional conveniences and means of controlling the admission of heated air to the wards have been made available. Our acknowledgments are due to both these gentlemen, but in an especial manner to Mr. Ward, who has, since his return to the United States, repeatedly sent us valuable information in reference to our various arrangements, and whose letters breathe a spirit of kindness and good-will, that it would be ungrateful to leave unnoticed.

An additional steam boiler and other heating apparatus for the hospital and detached building, as well as water and gas fittings, are now on their way from Glasgow, and may be looked for shortly. When these have been adjusted in their places, the arrangements for the several services of heating, ventilation, lighting, and supply of water, will be still more thorough and effective, and will conduce not only to the comfort, but to the health and cheerfulness of the inmates.

Ventilation.—We have a hot-air chamber under the entire length of the building, from which the air, moderately yet sufficiently heated, is carried by means of nine inch flues to every room in the building. Provision is also made by foul air flues for the perfect

perfect ventilation of all the rooms, it being our intention to propel the air by a revolving fan, driven by steam power. The advantages of this mode of heating and ventilating for public buildings, but especially for hospitals of this class, only require to be seen to be readily acknowledged.

Gas.—The gas works for the building are in such a state of forwardness as to render it probable that this, the pleasantest, safest, and most economical light, will be available in a very few weeks.

Water.—The supply of water, which is of paramount importance, has now happily been introduced through the entire building. It has for months past been an object of deep solicitude to every one connected with or interested in this noble work of charity. The height of the lake from whence our supply is drawn is sufficient to give us a full stream in the highest part of the building, namely, in the attic of the fourth story, where our hot water tank is situated.

From Maynard's lake, a distance of a mile and a quarter, a cast iron pipe six inches in diameter is laid, and at a point near the detached building, branches are taken off to supply the steam boilers, the kitchen and wash-house, the gas holder, the stable, and also for fire-plugs. Entering the hospital, the water is conveyed to the highest point through shafts originally built for the purpose, and branches given off to each of the water closets and bath rooms, which are purposely placed close to these shafts. Space is thus afforded to the workmen in adjusting, and, if necessary, in repairing the pipes without interfering with the patients; and, in the event of leakage, no material injury is done to any of the rooms or halls. From the service pipe a branch is given off in each story, accessible to both halls, where a coil of hose is kept in readiness in the event of fire.

The water is soft and pure, clear and palatable, and its introduction is of the greatest benefit to the institution. Formerly we had at times to cart hogsheads of water to fill our well, from which the steam boilers were supplied, and all the water for drinking purposes had to be brought from a distance; now we have abundance for everything, and it is laid on both hot and cold to all parts of the building.

Drainage.—The foundation of the hospital has been drained internally by a brick sewer under each of the hot airs chambers, passing outwards at both ends of the building—and externally by a French drain four feet square extending around the entire structure. The rain water from the roof is carried off by small drains to the large sewers of which there are two—one running from each end westerly to the harbour. These converge at an open reservoir about two hundred and fifty feet in front of the hospital, and at this point a supply of water has been available for the use of the masons during the past summer, and would be of essential service in the event of a mishap occurring to our water pipes at any time.

Main Sewer.—The discharge from the water closets and bath rooms, as well as the overflow from the cistern, passes through an egg shaped brick sewer, built in cement, twenty by thirty inches in diameter. At a distance of ten feet from the building it is trapped, and at every forty feet an inspection plate is inserted. The rate of fall is half an inch to the foot, and the depth of the drain from the surface averages about seven feet. A covered cess-pit receives the contents in the immediate vicinity of the manure shed, in the rear of the barn.

Alterations.—While the hospital was building, numerous alterations had to be made in order to render it at all convenient, owing in some degree to the want of the centre building, but chiefly to the want of proper superintendence.

Clothes shaft.—The stair case in the rear surrounded a square space, which, by removing the floor, has been made into a clothes shaft, through which the bed linen and other articles are sent to and received from the wash-house.

Dumb waiters.—The dumb waiters in the north end were partially *floored over* in every story. This flooring was removed, and they now open into each of the three dining rooms at that end. At the south end another dumb waiter was made by altering four square flues, which were built for no ostensible purpose, and throwing two into a shaft; the other two were floored over and converted into closets.

Clothes room.—The clothes rooms in every ward were left entirely dark; a window for borrowed light was introduced into each, thus making them serviceable. Windows have also been introduced into the cellar doors and those leading to the attics, as well as on the staircase on each story. Two dark closets were improved in the same way, and iron-framed skylights have been inserted in the roof.

Dining rooms.—In the south section of the building there was no adequate provision for patients' dining rooms, a deviation having been made from the original plan. The only alternative was to remove a partition wall between two square rooms, throwing both into one. This was done in the three south halls, and by closing a doorway on the outside a convenient china closet was made in each.

A door leading to the dumb waiter had to be opened from each of the south dining rooms, and windows were left over them to lighten the dark transverse halls.

Omissions.—No provision was made for the accommodation of the resident officers. To obtain apartments for this purpose a portion of each hall had to be partitioned off, and double division doors placed between those rooms and those occupied by patients. At the best it affords but a slight separation from their wards, and is only to be used for the present purpose until the centre building is constructed.

There was no proper entrance to the hospital, until by removing two windows from the south corridor a suitable hall door was opened, corresponding in some degree with the extent and purposes of the building.

A circular stairway shown on the original plan has been entirely omitted, the want of which is all the more important since, under present arrangements, we have to receive patients of both sexes in a part of the building intended for one only. This adds greatly to the responsibility and anxiety of your superintendent, and ought to be remedied at the earliest opportunity.

Garden.—A kitchen garden has been laid out on the south-western aspect of the grounds, in which, during the past season, a good supply of beets, carrots, parsnips, and other vegetables has been raised, sufficient for our present household for some time to come. A few of these were disposed of to the laborers on the grounds, (about enough to pay for the seed sown,) the remainder have been stored for winter use.

Nursery.—The garden, being on a declivity, is terraced, and at its lower end there is a nursery of ornamental trees, which, as the grounds are improved from year to year, will be set out to the best advantage. Like the rest of our premises, the garden was thickly covered with stone, which were for the most part disposed of in drains and in permanently dry walks. These are well gravelled, the material for this purpose being kindly presented to us by our worthy neighbor, the former owner of the premises, Mrs. McMinn, from whose beach at Sandy Cove the gravel was hauled.

Crops —The slope in front of the hospital has been broken up and put under cultivation, a fair crop of oats having been raised on the centre portion, about half an acre of buckwheat occupying the south side, and the same extent in turnips and mangel wurtzel the north slope, yielding us an average return of these commodities for winter use.

H dgs.—Fifteen thousand quicks have been imported for a hawthorn hedge, to extend around all the premises west of the Cow Bay road. The ground for this enclosure was trenched and manured last summer, and a crop of potatoes raised, which went far towards repaying the cost of preparing it. In

In excavating the ground for the detached building, and in grading the slope in front of the hospital, many hundreds of cart loads of earth had to be removed. These were deposited, together with about the same quantity of stone, in the immense pit left by the brickmakers, in the brow of the hill, and still there remains sufficient space to receive all the stone and rubbish that can be gathered on the ground for a long time to come. By constantly filling in this manner, an unsightly and almost dangerous pit will eventually be transformed into useful and productive ground, and the appearance of the place will be greatly improved.

Barn.—At a distance of about three hundred feet in the rear of the hospital, a new barn, thirty by forty feet, is now in course of erection, in a sheltered and secluded spot, where our stock will be comfortably housed and conveniently fed.

Gasometer.—The gasometer, ten feet high and twenty feet in diameter—the tank for which is of brick, is placed between the hospital and this barn, and serves to some extent to screen it from the patients' view.

Chimney.—The gas chimney, which is octagonal, is one hundred and twenty feet high, and besides its use as a stack for the steam boilers and retorts, is intended to serve the important purpose of a ventilating shaft, through which the foul air from the water-closets within the building is to be extracted by a downward current—this being found in practice the most eligible and satisfactory mode of effecting the object.

Detached building.—The detached building, which is of brick, forty feet in width by sixty in length, and two stories high, contains a bakery, engine room, wash-room, and sorting room on the basement. In the first story there are a kitchen, pantry, dining hall for domestics, and an ironing room, to which latter a drying closet is attached, to be heated by coils of steam pipe. There is also a work-shop for the engineer on this floor. The upper story is appropriated for a store-room, sewing-room, and bed rooms.

Gas house.—Immediately adjoining this building, and to the east of it, is the boiler house, also of brick, thirty-five by seventy feet, where steam will be generated for all purposes, and gas manufactured for lighting the building.

Corridor.—The detached building and the hospital are connected by a covered corridor, one hundred and fifty feet in length and eight feet wide, through which the food is to be conveyed from the kitchen to the dumb waiters connected with the several dining rooms. Through this passage will pass the main steam-pipe for heating the entire building; and the air, entering at separate shafts to the north and south of the corridor, will be propelled by a revolving fan so as to ensure thorough ventilation at all seasons.

Road.—The approach to the hospital is by a serpentine road, which has been substantially made of large flat stone, set edgewise and well gravelled, constituting a dry and durable road. As the stones were in the immediate vicinity on either side, and required to be removed, the formation of a paved road in this way was economical, while the soft clayey nature of the soil rendered it indispensable.

Lodge.—At the entrance gate is the porter's lodge, a building originally used as an office for the clerk of works, and removed to its position during the past winter.

Furniture.—The furniture of the hospital has been purchased with a due regard to economy and stability. The tables, bedsteads, bureaus, and other articles have been obtained of home manufacture, mostly from patterns purposely imported, and possess the combined qualities of neatness, strength and durability. The commissioners very wisely secured the valuable aid of a retired cabinet maker, of high reputation, to whose approval all contract articles of furniture were subject, and whose constant inspection
of

of the whole during the progress of manufacture has resulted in obtaining for us, for the most part, just such substantial articles as are most suited to our wants.

Wants.—Our requirements may be very briefly stated. We need a root house, a coach house, a fowl house, a piggery, and an ice house, as well as a covered way to connect the doors in the rear of the hospital, with the kitchen and wash-house. We require also two large enclosures, where the more excited patients may take out door exercise without giving or suffering any annoyance. We need workshops in which to occupy, in stormy weather, such of our patients as are of a mechanical turn, and we are in want of various modes of amusement to beguile the weary monotonous hours of confinement.

Treatment.—Both occupation and recreation are recognised agents of remedial importance, and are no less requisite than other restoratives. In the treatment of insanity depletive measures are now ascertained to be highly injurious in the majority of cases, and only tend to retard, if not prevent recovery. To those of the profession who have not made this subject a special study, I would respectfully urge the importance of carefully avoiding venesection.

Early admission.—The sooner patients are sent to the hospital, once that their insanity is evident, the more likely are they to be restored,—and so true has this been found by experience that the fact is recognised by law. Special provision has been made in the act regulating this institution, by which strong inducements are held out to persons in indigent circumstances to send their relatives within the first year of their insanity.

Patients admitted.—On the 26th of December last our first patient was admitted, and within the past month eighteen others have arrived—thirteen of the number having been transferred from the paupers' asylum in Halifax. Of the above, thirteen are males and six females. One of the former, much benefitted, has been removed elsewhere for pecuniary reasons—three are already considerably improved, and one has evident signs of pulmonary consumption. Of the females the majority are apparently improving.

ACKNOWLEDGMENTS:

It affords me great pleasure to acknowledge various contributions by friends of the hospital for the benefit of its inmates. Those are valuable not merely intrinsically, but as evidence of the sympathy with which the institution is favored by the community. All donations, however small, add, at least to some extent, to the comfort and gratification of the patients, and are both thankfully received and duly appreciated.

We are under obligations for large amounts to gentlemen already mentioned in this report, and to comparative strangers in some instances for donations and other proofs of their good will towards us.

Messrs. Robt. Hastie & Co. of Glasgow, very kindly sent by steamer, via Liverpool, forty four volumes of well selected and valuable books, as a commencement of a library for the use of the patients.

To many of the superintendents of the American hospital for the insane, as well as those of the Kent lunatic asylum, England, and of the Royal Edinburgh asylum, we are indebted for a full series of the reports of each of their respective institutions— and to Dr. Edward Jarvis, of Dorchester, Mass—Dr. Luther V. Bell, of Boston—Mr. Robert Mitchell, of Wallace, N. S., now in Edinburgh, and to William Reynolds, esq., of Montreal, especial thanks are due for their interest in our behalf.

Miss Dix, besides other marks of her sympathy for suffering humanity in this province, has given us a collection of pictures to enliven our halls. Mr. Charles F. DeWolf has also presented us with several large and handsome engravings.

We are under obligations to George H. Starr, esq., for a number of ornamental trees
to

—to the hon. John E. Fairbanks, D. Falconer, J. U. Ross, and James Malcom, esqrs., and Dr. Jennings, for plants, cuttings, and bulbs for our garden—to Messrs. H. Y. Mott & Sons for an unlimited supply of slaked lime for our compost heap—to the officers and men of the excise department for the occasional use of their boats—to the commanding officer royal engineer's for the privilege of the Queen's wharf—to G. Buist, esq., manager of the gas works, to Mr. Muir, of the Halifax water works, to Mr. J. Hunter, brass founder, and to the late Mr. W. McKay, surveyor, for numerous favours on various occasions. To Messrs. Thompon & Esson for a handsome walnut easy chair—to Messrs. McEwan, Reid & Co., for an antique devotional chair—to C. Black, esq., for a large union jack—to T. A. S. DeWolf, esq., for the use of numerous farming implements, and for other favours—to S. P. Fairbanks and Charles Twining, esqrs., for copies of reports of different hospitals, and for numerous plans of similar English and American institutions,—to Messrs. D. Starr & Sons. for a portable anvil—to Messrs. George Smithers & Son for a handsome donation of five large fan lights of coloured glass, being one over each of the entrance doors, as well as for the coat of arms of Nova Scotia gracing the main entrance—to the publishers of the weekly and daily Halifax papers, for the "Acadian Recorder," "Wesleyan," "Presbyterian Witness," "Christian Messenger," "Church Record," "Sun," "Journal," "Colonist," "Chronicle," "and "Evening Express," all of which are regularly received and eagerly enquired for. As a general rule no kind of reading is more acceptable than newspapers to the insane—it is one of the home enjoyments of all classes, which ought not to be excluded from hospital life. The proprietors of these journals will please accept our grateful acknowledgments.

Before concluding my report I beg to offer in this public manner my sincere thanks to Dr. Waddell, the able and esteemed superintendent of the provincial asylum at Saint John, N. B., for much valuable information which he has from time to time afforded, for his uniform courtesy and kindness, and for his ready advice on all subjects connected with the hospital. To the supervisor and matron of this asylum, Mr. Graham and Miss Archibald, we owe much for substantial proofs of their desire to air our institution.

To Dr. Ray, of the Buth hospital, Providence, R. I.—Dr. Tyler, of the McLean asylum, Somerville, Mass.—Dr. Brown, Bloomingdale, N. Y.—Dr. Van Lansing, of Flatbush, N. Y.—Dr. Bemis, of Worcester, Mass.—Dr. Pierce, of Northampton, Mass.—Dr. Bartolph, of Trenton, New Jersey—Dr. Kirkbride, of Philadelphia—Dr. Curven, of Harrisburgh, Pa.—Dr. Van Norden, of Baltimore, Md.—Dr. Grey, of Utica, N. Y.—Dr. Nicholls, of Washington, D. C.—Dr. Workman, of Toronto, and to Dr. Douglas, of Quebec, I beg also to convey the expression of my grateful recollection of their extreme kindness, entirely unlooked for as it was.

On visiting the institutions which these gentlemen severally superintend, I was received with such cordiality and treated with so much politeness, that I shall ever look back with pleasure on the time thus spent, and with satisfaction at the amount of useful information acquired.

In attending the annual meeting of superintendents of American hospitals for the insane in New York, in May, 1857, I learned enough to satisfy myself that every medical superintendent in America ought, for his own sake, as well as for the good of his patients, to meet with that body annually. It was to me cause of deep regret that I was unavoidably absent from their meeting at Quebec in July last.

The instruction imparted by the senior members of the association, and the frankness with which they pointed out the errors to be shunned, have had a material bearing on the present satisfactory state of our institution, and serve to render far less arduous the responsible duties devolving on your superintendent. These are also lightened in no small degree by the ready co-operation of the steward and matron, Mr. and Mrs. Black, to whose fidelity, zeal and discretion it gives me pleasure to afford this testimony. Our staff of attendants, too, bid fair to earn for themselves a good reputation.

Annexed I submit an abstract of the returns received in the autumn of 1857, in reply to enquiries made as to the number and condition of the insane in this province. To the

the gentlemen who kindly collected and transmitted this information, (with much that does not appear in the abstract,) I own myself deeply indebted.

These returns do not include the city of Halifax, which of itself contains nearly one hundred of this class—nor has any reliable information been received from many of the remote districts of the country. Enough, however has been learned to show that if the hospital is to afford shelter to all who can justly claim its advantages, it will require to be carried out to the extent originally designed.

JAMES R. DEWOLF, M. D.

Abstract of the return of number of insane, A. D. 1857,—from the custos of each county, clergymen, and medical men.

COUNTY.	Males.	Females.	Mild.	Excitable.	Furious.	Uncertain	Total.	REMARKS.
Annapolis, - -	3	8	4	1		6	11	One six months insane,
Cumberland, - -	8	7	1	4		10	15	One five months insane.
Cape Breton, - -	8	5				13	13	One 12 months insane.
Colchester, - -	14	12	15	2	4	5	26	{ One cut off his child's head a few years ago.
Digby, - - -	9	4		2		11	13	
Guysborough, - -	3	2	2		1	2	5	{ One five months; one was lost in the woods, and had his feet frozen
Halifax, } Beaver Harbor, }	4		2	2			4	One 9 months insane.
Hants, - - -	9	2	3	2	3	3	11	
Inverness, - -	4	8	10	1	1		12	One 9 and one 12 mo's. { One lost for 5 days in the woods; one chain- ed and in a straight jacket; one 2, and one 12 months insane.
Kings, - - -	12	8	13	5	1	1	20	
Lunenburg, - -	6			1		5	6	
Pictou, - - -	7	4	3	3	5		11	
Queen's, - - -	1	1		1		1	2	
Richmond, - -	5	1	2	2	2		6	One 12 months insane.
Shelburne, - -	7	11	7	9	2		18	{ Two 12 months; one 18 do; one homicidal.
Sydney, - - -	5	6	6	4	1		11	One 12 months insane.
Yarmouth, - -	9	12	9	10		2	21	One 4 and one 5 months.
	114	91	77	49	20	59	205	Fifteen recent cases.

Construction

Construction and organization of hospitals for the insane.

CONSTRUCTION.

At a meeting of "The association of medical superintendents of American institutions for the insane," held at Philadelphia, in May, 1851, the following series of propositions relative to the construction of hospitals for the insane, was unanimously adopted.

I. Every hospital for the insane should be in the country, not within less than two miles of a large town, and easily accessible at all seasons.

II. No hospital for the insane, however limited its capacity, should have less than fifty acres of land, devoted to gardens and pleasure grounds for its patients. At least one hundred acres should be possessed by every state hospital, or other institution, for two hundred patients, to which number these propositions apply, unless otherwise mentioned.

III. Means should be provided to raise ten thousand gallons of water, daily, to reservoirs that will supply the highest parts of the building.

IV. No hospital for the insane should be built without the plan having been first submitted to some physician or physicians who have had charge of a similar establishment, or are practically acquainted with all the details of their arrangements, and received his or their full approbation.

V. The highest number that can with propriety be treated in one building is two hundred and fifty, while two hundred is a preferable maximum.

VI. All such buildings should be constructed of stone or brick, have slate or metallic roofs, and, as far as possible, be made secure from accident by fire.

VII. Every hospital, having provision for two hundred or more patients, should have in it at least eight distinct wards for each sex, making sixteen classes in the entire establishment.

VIII. Each ward should have in it a parlor, a corridor, single lodging rooms for patients, an associated dormitory, communicating with a chamber for two attendants; a clothes-room, a bath room, a water-closet, a dining-room, a dumb-waiter, and a speaking tube leading to the kitchen or other central part of the building.

IX. No apartments should ever be provided for the confinement of patients, or as their lodging rooms, that are not entirely above ground.

X. No class of rooms should ever be constructed without some kind of window in each, communicating directly to the external atmosphere.

XI. No chamber for the use of a single patient should be ever less than eight by ten feet, nor should the ceiling of any story occupied by patients be less than twelve feet in height.

XII. The floors of patients' apartments should always be of wood.

XIII. The stairways should always be of iron, stone, or other indestructible material, ample in size and number, and easy of ascent, to afford convenient egress in case of accident from fire.

XIV. A large hospital should consist of a main central building with wings.

XV. The main central building should contain the offices, receiving rooms for company, and apartments, entirely private, for the superintending physician and his family, in case that officer resides in the hospital building.

XVI.

XVI. The wings should be so arranged that, if rooms are placed on both sides of a corridor, the corridors should be furnished at both ends with moveable glazed sashes, for the free admission of both light and air.

XVII. The lighting should be by gas, on account of its convenience, cleanliness, safety, and economy.

XVIII. The apartments for washing clothing, &c., should be detached from the hospital building.

XIX. The drainage should be under ground, and all the inlets to the sewers should be properly secured to prevent offensive emanations.

XX. All hospitals should be warmed by passing an abundance of pure, fresh air, from the external atmosphere, over pipes or plates containing steam under low pressure, or hot water, the temperature of which at the boiler does not exceed 212° F, and placed in the basement or cellar of the building to be heated.

XXI. A complete system of forced ventilation, in connection with the heating, is indispensable to give purity to the air of a hospital for the insane; and no expense that is required to effect this object thoroughly can be deemed either misplaced or injudicious.

XXII. The boilers for generating steam for warming the building should be in a detached structure, connected with which may be the engine for pumping water, driving the washing apparatus, and other machinery.

XXIII. All water closets should, as far as possible, be made of indestructible materials, be simple in their arrangements, and have a strong downward ventilation connected with them.

XXIV. The floors of bath rooms, water closets, and basement stories, should, as far as possible, be made of materials that will not absorb moisture.

XXV. The wards for the most excited class should be constructed with rooms on but one side of a corridor, not less than ten feet wide, the external windows of which should be large, and have pleasant views from them.

XXVI. Wherever practicable, the pleasure grounds of a hospital for the insane should be surrounded by a substantial wall, so placed as not to be unpleasantly visible from the building.

ORGANIZATION.

At the meeting of the "association of medical superintendents of American institutions for the insane," held at Baltimore, in 1852, the following series of propositions in reference to the organization of hospitals for the insane was unanimously adopted.

I. The general controlling power should be vested in a board of trustees or managers; if of a State institution, selected in such manner as will be likely most effectually to protect it from all influences connected with political measures or political changes; if of a private corporation, by those properly authorized to vote.

II. The board of trustees should not exceed twelve in number, and be composed of individuals possessing the public confidence, distinguished for liberality, intelligence, and active benevolence, above all political influence, and able and willing faithfully to attend to the duties of their station. Their tenure of office should be so arranged that when changes are deemed advisable, the terms of not more than one third of the whole number should expire in any one year.

III. The board of trustees should appoint the physician, and, on his nomination, and
not

not otherwise, the assistant physician, steward and matron. They should, as a board, or by committee, visit and examine every part of the institution at frequent stated intervals and not less than semi-monthly, and at such other times as they may deem expedient, and exercise so careful a supervision over the expenditure and general operations of the hospital, as to give to the community a degree of confidence in the correctness of its management.

IV. The physician should be the superintendent and chief executive officer of the establishment. Besides being a well educated physician, he should possess the mental, physical, and social qualities to fit him for the post. He should serve during good behaviour, reside on or very near the premises, and his compensation should be so liberal as to enable him to devote his whole time and energies to the welfare of the hospital. He should nominate to the board suitable persons to act as assistant physician, steward and matron. He should have entire control of the medical, moral, and dietetic treatment of the patients, the unrestricted power of appointment and discharge of all persons engaged in their care, and should exercise a general supervision and direction of every department of the institution.

V. The assistant physician, or assistant physicians, where more than one are required, should be graduates of medicine, of such character and qualifications as to be able to represent and perform the ordinary duties of the physician during his absence.

VI. The steward, under the direction of the superintending physician, and by his order, should make all purchases for the institution, keep the accounts, make engagements with, pay and discharge those employed about the establishment; have a supervision of the farm, garden and grounds, and perform such other duties as may be assigned him.

VII. The matron, under the direction of the superintendent, should have a general supervision of the domestic arrangements of the house, and under the same direction, do what she can to promote the comfort and restoration of the patients.

VIII. In institutions containing more than 200 patients, a second assistant physician and an apothecary should be employed, to the latter of whom, other duties, in the male wards, may be conveniently assigned.

IX. If a chaplain is deemed desirable as a permanent officer, he should be selected by the superintendent, and like all others engaged in the care of the patients, should be entirely under his direction.

X. In every hospital for the insane, there should be one supervisor for each sex, exercising a general oversight of all the attendants and patients, and forming a medium of communication between them and the officers.

XI. In no institution should the number of persons in immediate attendance on the patients be in a lower ratio than one attendant for every ten patients; and a much larger proportion of attendants will commonly be desirable.

XII. The fullest authority should be given to the superintendent to take every precaution that can guard against fire or accident within an institution, and to secure this an efficient night-watch should always be provided.

XIII. The situation and circumstances of different institutions may require a considerable number of persons to be employed in various other positions, but in every hospital, at least all those that have been referred to are deemed not only desirable, but absolutely necessary, to give all the advantages that may be hoped for from a liberal and enlightened treatment of the insane.

XIV. All persons employed in the care of the insane should be active, vigilant, cheerful, and in good health. They should be of a kind and benevolent disposition, be educated, and in all respects trust worthy, and their compensation should be sufficiently liberal to secure the services of individuals of this description.

Receipts and expenditures of the provincial hospital for the insane, from 1st September to 31st December, 1858,

1858.

Septr.	7.	To paid for samples of furniture from the U. States,	£75	0	0
	9.	for sheetings and quilts from Manchester,	134	14	3
	17.	Appraisers of damages at Maynard's lake,	15	4	6
	29.	J. R. Forman, for expenses on surveys,	20	0	0
	30.	labour at water pipes,	5	16	0
	"	J. McBain, on account contract for trench for pipes,	90	0	0
Novr.	11.	J. R. Forman's account for engineering, plans, &c.,	132	8	0
	"	labour at water pipes and dam,	24	19	3
	13.	John McBain, on account of contract,	60	0	0
	16.	for furniture from Boston,	52	12	2
	18.	freight and wharfage for furniture,	6	17	1
	25.	labour at water pipes and dam,	77	5	8
	27.	freight and wharfage of furniture,	1	6	3
Decr.	1.	Amos Black, for provisions, &c.,	20	0	0
	6.	do. for a cow,	9	5	0
	7.	T. Cummings, for furniture,	10	0	0
	9.	labor at water pipes and dam,	84	13	0
	10.	A Longley, for apples and cheese,	4	14	6
	11.	freight and wharfage of furniture,	1	9	0
	"	for potatoes, per Mr. Black's order,	19	8	0
	14.	for mattresses, £118 11s. 9d.; freight, do. £3,	121	11	8
	17.	A. Black's order for sundries for hospital,	22	11	2
	20.	J. McBain, on account of contract,	58	17	9
	"	A. Black's order to Cleverdon & Co.,	5	1	4
	22.	freight and wharfage mattresses, &c.,	2	9	4
	"	for making sheets,	3	6	3
	23.	Stuart & Co., for furniture,	22	1	3
	"	for a cow, per A. Black's order,	8	0	0
	"	labour at water works and dam,	40	16	5
	27.	orders from A. Black, for horses, &c.	76	16	11
	28.	Tolston & Eastwood, for blankets,	15	0	0
	29.	for hay, per A. Black's order,	4	9	7
			<hr/>		
			£1226	14	5

CONTRA.

Septr.	7.	By cash from S. S. Thorne,	£75	0	0
	9.	Do. do.	134	14	3
	17.	Do. do.	15	4	6
	29.	Do. do.	20	0	0
Octr.	29.	Do. do.	200	0	0
Novr.	11.	Do. do.	200	0	0

Novr.

Novr. 25.	By cash from S. S. Thorne,	£100	0	0	
Decr. 8.	Do. do.	300	0	0	
17.	Do. do.	300	0	0	
					1344 18 9
<hr/>					
1859.					
January.	To balance in hands of treasurer,		£118	4	4

ABSTRACT ACCOUNT.

Water works,	£610	0	7
Furniture,	446	7	4
Hospital,	170	6	6
	<hr/>		
	£1226	14	5

Examined and approved.

GEO. H. STARR, }
SAML. A. WHITE, } Auditors.

No. 11.

BOARD OF WORKS.

Office of Board of Works,
Halifax, January 14, 1859.

SIR,—

The report of the board of works, and various services under its control, for the year 1858, is now respectfully submitted for the information of his excellency the lieutenant governor.

PENTITENTIARY.

The average number of convicts for the year is thirty-seven and a half, and in Dec. 31st remaining in custody, forty-two; being more than double the amount, at end of 1857. So large a number of prisoners has necessarily caused increased expenditure for provisions, clothing, &c. The report of the superintendent is herewith submitted.

In September last, one of the convicts (Thomas Small) effected his escape, and altho' a reward of £25 was offered by the government for his apprehension, and every exertion made by the board, by description of his person being sent to the sheriffs throughout the province, also employing the police of the city—could not effect his recapture. A person supposed to be "Small," was apprehended in Guysborough by the sheriff, and sent to Halifax, but proving not to be the party supposed, had to be sent back, involving some trifling cost. There has been no change of keepers during the year. The wall round the prison yard, has been proceeded with, and carried up to nearly its height, and two iron gates (made in blacksmith's shop attached to the establishment) hung—some slight repairs have been made to the roof of the prison. The fence round the front garden requires renewal, for which purpose the material (cost of which will be small) is now in course of preparation, affording employment to the prisoners, who will also erect it. The cell accommodation is inadequate, which makes it imperative to finish those of the upper tier, the granite for which is now being dressed; some freestone slabs for floors, &c. will be required.

Agreeably

Agreeably with resolution of the house last spring, the live stock has been disposed of at public sale. A pair of the choicest pigs being bought in by the board for the purpose of supplying what may be required for the provincial hospital for insane, and use of penitentiary.

Including an outlay for granite of 111*l.* 8*s.* 2*d.*, the expenditure is 1520*l.* 15*s.* 11½*d.* of which 8*l.* 4*s.* 8*d.* is balance for 1857. A credit of 40*l.* 0*s.* 7½*d.*, sales sundries, and subsistence naval prisoners. The amount required for the current year will be 1700*l.*

PUBLIC BUILDINGS.

In the province building, the public offices have been painted (by contract), and some repairs made. The expenditure is 391*l.* 4*s.* 8*d.*, of which balance for 1857, 21*l.* 2*s.*, and required for current year, 400*l.*

At government house, some repairs to fences have been made, some painting done, and furniture required in re-fitting got; expenditure, 626*l.* 19*s.* 6½*d.*, of which for 1857, 126*l.* 19*s.* 10*d.* Required for current year, 500*l.*

Under authority of act of legislature last session, a portion of the "governor's field" has been conveyed to the commissioners for building court house.

The difficulty in reference to *roof* water course, foundations, and sewers of province building, also delapidated state of out-buildings at government house, as reported last year, still exist. To this I would particularly point, as it has become absolutely necessary that something be done, but to what extent cannot be ascertained, until a thorough examination be made.

HOSPITAL FOR INSANE.

The portion of main building under *old* contract, has been finished, and a *new* contract entered into for the erection of a two story (detached) brick building, containing kitchen, wash-house, laundry, engine room, &c.; also a gas and boiler house, gas chimney, corridor (or covered way) to connect with hospital and gas pit. Under the contract, this work should have been finished by the last of the year, but owing to winter setting in early, the work has been delayed, and although in a forward state, is not yet quite finished. The cost of these several items is as follows: Detached buildings, 4794*l.* 14*s.* 11*d.*; continuation of corridors, 227*l.* 3*s.* 9*d.*; gas pit, 136*l.* 4*s.* 3*d.*, making a total of 5158*l.* 7*s.* 11*d.*—from which deduct brick, &c., furnished to contractors, 668*l.* 9*s.* 2*d.*

A supply of water has been obtained from Maynard lake, the commissioners, under the act of last session, directing the laying of the pipes, &c., as also providing furniture for the asylum; to meet which, and other liabilities, they have drawn on the board for 1344*l.* 18*s.* 9*d.* An engine of twelve horse power, a washing machine, and a hydro-extractor, have been provided, and an additional steam boiler is now on its way from Glasgow, (ordered last July.) A barn 30 × 40 feet, with linter whole length, 12 feet wide, for stables, &c., is being erected by contract, and a cess pit completed. A variety of shrubbery, trees, &c., were imported last spring and set in the garden of the grounds, and are now ready for transplanting.

The improvements made, such as removing ground from front of main building, under draining, forming garden, making carriage road, and preparation for hedge around all the ground west of main road, with the general improvement of the land, has called for a large expenditure. The whole amount paid in 1858 is 15480*l.* 18*s.* 8*d.*; 230*l.* 1*s.* 9*d.*, of which was for 1857. The total expenditure for the establishment to December, 1858, is 36,362*l.* 9*s.* 4*d.*

SABLE ISLAND.

The board visited the Island in July last, for the purpose of inspecting the establishment, and the better understanding its requirements, and have much pleasure in stating that appearances indicated a careful supervision having been exercised by the superintendent

superintendent, P. S. Dodd, esq., over the trust. Some of the buildings required repairs, which have since been made, and a new barn erected. The number of horses on the Island is about 300, a portion of which it is intended to dispose of in Halifax in the usual way, as early the coming season as they can be brought up. There has been two vessels wrecked on the shores of the Island, during the past year, brig. "Mary" and schr. "Lark." Expenditure for establishment, including present winter supplies, and 107*l.* 6*s.* 0*d.* balance paid for 1857, 1207*l.* 14*s.* 7*d.* Credit 609*l.* 2*s.* 2*d.*

The schooner "Daring" has performed her customary service in visiting Sable Island, and conveying oil, &c. to the light houses (including St. Paul's and Scattarie); has also made a cruise west, on excise service—all of which has kept her pretty actively employed. On her last trip to the Island in December, captain Daly was prevented by violence of weather from communicating with the Island, except by signal—should weather permit will visit in February. Her disbursements 1026*l.* 15*s.* 5*d.*, including 6*l.* 6*s.* 0*d.* for 1857. Credit 191*l.*

LIGHT HOUSES.

All the lights have been kept in operation during the year, excepting that at Shelburne, which was discontinued for a short time, during repairs. Very extensive repairs were required to this light house, and have been made—it has been furnished with a new lantern, and is now exhibiting an improved light—perhaps the best on the coast.

Repairs have also been made at various other stations. "Low Point" has been furnished with new lamps. "Coffin's Island" new lamps, and other improvements made. "Seal Island," new lamps, repairs and addition to keeper's house. "Pubnico," repairs. "Westport," addition to keeper's house completed. "Brier Island," new lamps. "St. Paul's," extensive repairs to the buildings—fresh supplies for humane establishment sent—unserviceable stores brought off, and disposed of in the usual way. The expenditure for light houses, after deducting 1090*l.* 6*s.* 7*d.* balance paid for 1857 is 8407*l.* 17*s.* 9*d.*, against which, credit sales refuse oil casks, &c. 369*l.* 13*s.* 8*d.*, also, considerable stock in the light house store.

The superintendent of light houses, Mr. Condon, has visited all the stations during the year, and in his report which is herewith submitted, more extended information in reference to this important service will be found.

The two "spar buoys" recommended by committee on navigation securities, one at "Bass rock" near Cape Canso—the other at "Cerberus rock" near Arichat, were put down, as reported on 12th August last.

The pier lights for "Margaretville," and "Port Williams" have not been established. Mr. Condon visited those localities for the express purpose of effecting arrangements for carrying out the recommendation of the committee—but as that recommendation did not embrace "buildings," and finding the plan of light proposed, was universally dissatisfactory to those interested in the navigation of the Bay, the matter has been allowed to stand over, trusting that the legislature will sanction the erection of small buildings—particularly as the required land is offered for that purpose, free of cost.

In reference to the intended light at "Burnt Coat Head" (in Hants county)—a difficulty arose in the first place, in defining the precise head land intended—after this was ascertained, it took some time to secure the title to the land; this has at length been accomplished—and the requisite arrangements are progressing, to have the light in operation by the first of September, 1859.

The amount required for light house service, for current year will be 9,000*l.*

I have the honor to be, sir,

Your obedient servant,

S. S. THORNE, chairman.

CHARLES TUPPER, provincial secretary, &c. &c.

To

TO THE HONORABLE THE CHAIRMAN OF BOARD OF WORKS.

SIR,—

I beg to report that during the past year there was a greater amount of sickness among the prisoners than for some years preceding, the whole number prescribed for was ninety-five, of this number fourteen were inmates of the hospital for a longer or shorter period.

The diseases were catarrh, pleurisy, rheumatism, abscess, quinsy, neuralgic pains, diarrhoea, and dysentery; no disease of an epidemic or endemic character prevailed, and no case of death occurred.

Some of the prisoners, as above stated, suffered from quinsy, or acute inflammation of the throat, but they were happily exempt from that peculiar form of throat disease called "diphtheria or diptherite" which committed such fearful ravages in the city and suburbs.

In my last annual report, I respectfully called the attention of yourself and the honorable board to the case of the prisoners Nos. 193, 205, 208; these unfortunate men are still confined to their narrow cells, unable to exercise their limbs, and breathing from week to week an extremely vitiated atmosphere. In the neighboring union, where, prison discipline has reached a high state of development, in accordance with a humane law, prisoners who become insane, are removed for the benefit of treatment to an insane asylum. It is to be hoped that arrangements may be made for the early removal of the prisoners above alluded to, to the asylum at Dartmouth, as from the construction of the prison, it is impossible to provide apartments at all suitable for the treatment of cases of this nature.

I have much pleasure in stating, that, in the prosecution of my duties, I have received every assistance from the governor and matron, and I am free to admit that to the assiduous and kind nursing of the latter in the many cases of severe illness that occurred during the year, was attributable in no small degree to the success of the treatment.

I have the honor to be,
Your obedient servant,

R. J. BLACK.

December 31st, 1858.

No. 12.

ANNUAL REPORT ON PENITENTIARY.

ABSTRACT OF LABOR DONE AT, AND OF CONVICTS RECEIVED AT AND DISCHARGED FROM THE PROVINCIAL PENITENTIARY, FROM JANUARY 1ST TO DECEMBER 31ST, 1858.

Labor done at stone cutting and masonry.

	No..of days.		No. of days.
January 31,	cutting, 119	August 31,	153
February 28,	121	September 30,	146
March 31,	185	October 31,	170
April 30,	138	November 30,	cutting, 226
May 31,	masonry and cutting, 81	December 31,	198
June 30,	61		—
July 31,	150	Total,	1778

Labor

Labor done in blacksmith's shop.

	No. of days.		No. of days.
January 31,	25	August 31,	84
February 28,	24	September 30,	84
March 31,	27	October 31,	52
April 30,	25	November 30,	40
May 31,	24	December 31,	46
June 30,	48		
July 31,	65		
		Total,	544

Labor done in tailor shop, and making mats.

	No. of days.		No. of days.
January 31,	25	August 31,	52
February 28,	24	September 30,	93
March 31,	27	October 31,	84
April 30,	26	November 30,	143
May 31,	26	December 31,	182
June 30,	26		
July 31,	23		
		Total,	731

Labor done in shoemaker's shop.

	No. of days.		No. of days.
January 31,	25	August 31,	26
February 28,	24	September 30,	26
March 31,	27	October 31,	9
April 30,	25	November 30,	26
May 31,	31	December 31,	52
June 30,	26		
July 31,	21		
		Total,	318

Labor done on farm, and attending stock.

	No. of days.		No. of days.
January 31,	61	August 31,	82
February 28,	62	September 30,	86
March 31,	43	October 31,	62
April 30,	67	November 30,	60
May 31,	167	December 31,	56
June 30,	165		
July 31,	183		
		Total,	1094

Labor done in carpenter shop, and painting.

	No. of days.		No. of days.
July 30,	63	November 30,	26
August 31,	46	December 31,	26
September 30,	40		
October 31,	52		
		Total,	253

Labor done in cleaning prison, and cooking and washing.

	No. of days.		No. of days.
January 31,	84	August 31,	95
February 28,	85	September 30,	102
March 31,	91	October 31,	96
April 30,	138	November 30,	94
May 31,	105	December 31,	220
June 30,	88		
July 31,	97		
		Total,	1295
			Labor

Labor done in attending sick in hospital.

	No. of days.		No. of days.
February 28,	12	October 31,	10
March 31,	31	November 30,	12
April 30,	30	December 31,	31
May 31,	8		
September 30,	20	Total,	154

Sick in hospital.

	No. of days.		No. of days.
February 28,	40	October 31,	10
March 31,	57	November 30,	12
April 30,	53	December 31,	31
May 31,	31		
September 30,	25	Total,	259

Labor done in women's department.

	No. of days.		No. of days.
May 31,	9	October 31,	26
June 30,	41	November 30,	26
July 31,	54	December 31,	16
August 31,	57		
September 30,	26	Total,	255

Labor in breaking ground and levelling yard.

	No. of days.		No. of days.
July 31,	84	November 30,	233
August 30,	137	December 31,	10
September 30,	149		
October 31,	157	Total,	770

In close confinement.

	No. of days.		No. of days.
January 31,	155	August 31,	186
February 28,	140	September 30,	180
March 31,	155	October 31,	186
April 30,	166	November 30,	180
May 31,	186	December 31,	186
June 30,	180		
July 31,	186	Total,	2086

Number of Sundays, 1027
 Number of days invalided, 538

Total, 1565

Number of convicts received at the provincial penitentiary, from January 1st to December 31st, 1858 :—Males, 44 ; females, 2 ; total, 46

Number of convicts whose time expired, discharged from the provincial penitentiary, from January 1st to Dec. 31st, 1858 :—Males, 18 ; females 1 ; total, 19

Number of convicts who received his excellency's pardon discharged from the provincial penitentiary from January 1st to December 31st, 1858 :—Males, 4

Number

Number of convicts escaped from the provincial penitentiary, from January 1st to December 31st, 1858 :—September 8, males, 1

Number of convicts on hand at the provincial penitentiary, on December 31st, 1858:—Males 41 ; females, 1 ; total, 42
Average per annum, 37½.

Amount of clothing issued to female convicts from Jan'y 1st to December 31st, 1858.

	No.	On hand—	No
Pairs of chemise,	3	Aprons,	4
woolen jackets,	1	Pairs new chemise,	4
cotton jackets,	2	chemise half worn,	2
stockings,	4		
Aprons,	6		

Amount of clothing issued out to convicts, from January 1st to December 31st, 1858.

Pairs of drawers,	35	Cotton shirts,	56
socks,	91	Woolen shirts,	70
shoes,	58	Comforters,	49
mitts,	22	Caps,	18
trowsers,	58	Jackets,	16

Amount of clothing on hand at December 31, 1858.

Pairs of drawers,	2	Woolen shirts, (old)	9
mittens,	10	Pillow cases,	5
trowsers,	2	Pairs socks,	9
Comforters,	1	Bed ticks,	3
Jackets,	1	Sacks,	2
Cotton shirts, (new)	2	Yards of cotton shirting,	5
do. (half worn)	8		

Estimate of new shoes made and of shoes repaired at the provincial penitentiary, from January 1st to December 31st, 1858.

62 pairs new shoes made,	£31	0	0
27 pairs of shoes half soled,	3	2	0
46 pairs of shoes half soled and heeled,	7	0	9
	<hr/>		
	£41	2	9

On hand—

4 pairs new shoes, at 10s.,	£2	0	0
1 do repaired,	0	2	6
	<hr/>		
	2	2	6

Amount of mats on hand at December 31st, 1858.

Mats 1 feet 5 inches by 3 feet,	12
7 feet by 4 feet,	1
	<hr/>
Total,	13

Estimate and amount of shin bones, hoofs, and neats foot oil, on hand at 31st Dec. 1858.

459 shin bones, at 5s.	£1	2	11
3 cwt. hoofs, (supposed) at 3s. 9.,	0	11	3
12 bottles oil, at 1s. 3d.,	0	15	0
1½ gallons oil, at 5s.,	0	7	6
	<hr/>		
Total,	£2	16	8

Work done in blacksmith's shop at the provincial penitentiary, from January 1st to December 31st, 1858.

2 iron gates complete, at £25, £50.	
Pairs of hinges, hooks and nails, for necessary,	12
Bolts and fastenings,	3
Pairs of hinges for prison, with hooks and nails,	2
Pairs of small hinges on hand,	5

Work done in the carpenter's shop at the provincial penitentiary, from January 1st to December 31st, 1858.

New truck body,	1
New wheel barrows,	9
7 iron and 2 wooden wheels,	9
6 wheel barrows completed, and 3 nearly done,	9

Iron, steel, and tools on hand, at December 31st, 1858.

Pounds flat iron in bar,	74
“ $\frac{3}{4}$ round iron,	162
“ cast steel, in bars and pieces,	72
“ tools in use,	123
Number of cast steel mash hammers,	10
“ of striking hammers,	2
“ of stampers,	6
“ of stone axes,	2
“ of trowels,	2
“ of stone bars,	4
Pounds of various sledges for use in blacksmith's shop,	43

Amount of produce raised on the provincial penitentiary farm, from January 1st to December 31st, 1858.

2 tons of hay ; 31 bushels of potatoes.
10 dozens of corn ; 8 do. of cabbages.
2 bushels of carrots ; 3 do. of beets.
16 bunches of rhubarb.
18 quarts of gooseberries ; 12 quarts of currants.
$\frac{1}{2}$ bushel of apples ; $\frac{1}{2}$ do. of parsnips.
1 bushel beans ; 1 do. green peas.

Amount of potatoes, turnips and fuel on hand, at 31st December, 1858.

165 bushels of potatoes.
30 bushels of turnips.
34 chaldrons of coal.
$10\frac{1}{2}$ cords of hardwood.
$4\frac{1}{2}$ cords of soft wood.

Amount of granite stone, lime, sand and cement, on hand at December 31st, 1858.

128 tons of granite (rough) ; 70 tons of granite (cut).
40 bushels of lime and sand.
1 bushel of cement.

Returns made to S. S. THORNE, esq., chairman of the board of works.

I have the honor to be,
Your very humble obedient servant,

WILLIAM FISH, superintendent.

Provincial penitentiary, January 12th, 1859.

No. 13.

RAILWAY RETURNS FOR 1858.

*Nova Scotia railway office,
February 7th, 1859.*

SIR,—

We have the honor to submit to you, for the information of his excellency the lieutenant governor, and both branches of the legislature, the following report on the state and progress of the provincial railway during the year ending the 31st of Dec., 1858.

1. In reference to the receipts and expenditures, by the commissioners, during the above period, the usual balance sheet required by law has been filed in the office of the financial secretary, together with the accounts and vouchers. From these documents it will appear that there has been

Expended to 31st December, 1858,	£933093 10 11½
Cash on hand,	72 10 9
	£933166 1 8½

Of this amount there was received from the receiver general to the 31st Dec., 1858,

From the revenue of the road,	£928,854 8 11
Due bank of Nova Scotia,	2867 13 0
Due Baring, Brothers & Co.	293 11 4
	1150 8 5½
	933166 1 8½

The total expenditure on the works to 31st December, 1858, is exhibited in the classified statement, marked A., hereto annexed.

2. The rolling stock has been very much increased during the year in order to put the road in good working order. A detailed statement of the stock now on hand will be found annexed, marked B.

In connection with the locomotive department it should be mentioned that the machine shop, contemplated by the commissioners in their last year's report, has been erected. The shop is a substantial brick building and will be shortly ready for use.

3. The accompanying report of the chief engineer, marked C., gives a full statement of the progress of the works during the year, and their present condition. The board were much gratified that, during the year, not only was the Windsor branch opened for travel and traffic, but such progress was made on the main line as to enable them to open also to Truro. The particulars connected with these works and the stations and other buildings erected on both lines will be found in full in the report above referred to.

4. The report of the superintendent of works, accompanying this, and marked D., exhibits the results of the working of the lines from the 1st July last, when he took charge of them, to the end of the year. The annexed statement, marked E., exhibits a general account of the receipts and expenditures on both lines during the whole year ending 31st December, 1858. From these documents it is gratifying to observe that so large a sum as 18,734*l.* 13*s.* 1*d.* has been earned as the revenue of the road during the year. The working expenses during that period have been 17,426*l.* 1*s.* 9*d.*

The number of passengers conveyed over the lines during the year has been 56,422, and the amount realized from passengers has been 9,230*l.* 17*s.* 7*d.*; from freight 6,840*l.* 13*s.* 0*d.*, and from hire of locomotives and cars, 2,663*l.* 2*s.* 6*d.*

Already

Already are the benefits of the railway being exhibited in in the development of the resources of the country, and in the introduction of new branches of business with the capital, such as—the supply of cordwood, timber, plaister, bricks, bark, &c. ; and in the erection of brick-making establishments in the interior ; all which are adding to the traffic of the road. Considerable quantities of the above enumerated articles have been brought to the city during the past year by means of the road, a tabular statement of which has been compiled by the superintendent, and will be handed with this.

The best attention of the board with the superintendent of works has been given to the preparation of such a tariff as would, on the one hand, meet the exigencies of the country, and on the other, secure a fair return to the revenue for the services performed. The tariff so prepared came into operation about the end of the year. The board feel convinced that it has been framed on just principles, and in accordance with the modes generally adopted in other countries ; they are, however, aware that experience alone can test its efficacy, and that it is not improbable the result of a fair trial may be to render necessary some modifications or alterations.

As an enlarged traffic may be fully anticipated, the board are alive to the necessity which exists of adding to the accommodation at the Richmond station, in order to afford every facility for the contemplated increase.

The board would also report that satisfactory arrangements have been made with the postmaster general for the conveyance of the mails over both the lines.

They would also state that, under the orders of the government, they have expended on the Parrsborough pier the sum of 3,645*l.* 13*s.* 10*d.*

In closing this report the board feel it but proper to state that the operations of the year in which a line has been opened are always presented under the most unfavorable circumstances, and afford no fair criterion by which to judge of the future. Such has been generally the experience in the commencement of other railways, and it is fair to presume that, after a few years, the net receipts of the Nova Scotia railway will make a much more satisfactory exhibit than at present.

We have the honor to be,

Sir,

Your obedient servants,

JAMES McNAB, chairman.

A. SCOTT,

S. L. SHANNON.

The honorable the provincial secretary.

(A.)

Statement exhibiting amount expended to 31st December, 1858.

(Referred to in report.)

Construction,	£596,052	11	4½
Permanent way,	175,481	15	3½
Rolling stock,	93,550	4	8
Stations,	28,599	6	2
Engineering,	14,275	13	5
Salaries,	10,290	11	3
Cash on hand,	72	10	9
Buildings, machine shop and machinery,	13,733	16	4
Miscellaneous,	1,109	12	5½
	£933,166	1	8½
			Construction

Construction includes earth work, drainage, ballasting, fencing, bridging, sleepers, and all other work connected therewith.

Permanent way includes rails, chairs, spikes, side keys, and switches and crossings.

Rolling stock includes engines and carriages of all descriptions.

Stations includes buildings, wharves, platforms, loading ground, &c.

Machine shop includes buildings, machinery, tools, &c.

(B.)

Schedule of locomotives and cars to 31st December, 1858.

LOCOMOTIVES.

NO. OF ENGINES.	Tons weight.	Diameter of driver.	Number of drivers.	Diameter of cylinder.	Length of stroke.
6 Scotch engines,	25	5	4	16	21
3 Portland do.	25	5	4	16	22
2 Portland do.	20	5	4	14	22
1 (Mayflower)	19	5	4	15	20
2 Ballast,	15½	5	2	12	18
2 Do.	9	3½	4	10	18
16					

5 pumping engines.
2 small fire engines.
1 sawing engine.

PASSENGER AND OTHER CARS.

8 first class passenges cars.
4 second class ditto.
4 mail and baggage cars.
10 freight cars.
17 horse and cattle cars.
1 sheep car.
90 platform cars.
3 snow ploughs.
2 break vans.
15 ballast cars, side tip.
21 trollies.

(C.)

*Nova Scotia Railway,
Engineer's office, January 31st, 1858.*

GENTLEMEN,—

My appointment to the office of chief engineer, August 25th, 1858, renders it proper that I should report at this time the progress made in the construction of the railway during the year ending December 31st, 1858.

Commencing with the year, the main line was in operation from Halifax to Grand Lake

Lake station—a distance of $22\frac{1}{2}$ miles. February 3rd the line was opened to the Truro road, $31\frac{1}{2}$ miles from Halifax; which portion of the road has been in daily use throughout the past season.

On the 15th of November, the road was opened to Shubenacadie, and on the 15th of December the entire line from Halifax to Truro, $61\frac{2}{10}$ miles, was brought into use.

A locomotive and car passed over the Windsor branch December 31st, 1857, but it was not until June 3rd, 1858, that it was opened for public travel.

Difficulties had grown up between the then management and the contractors, by which all unity of purpose was at an end; the former under their construction of certain clauses of the contracts insisting that the contractors should perform a large amount of work arising from imperfect surveys and plans, in addition to that originally anticipated, without compensation, or give up their contract; and the latter refusing to do work unless under new agreement and promises of payment.

These difficulties and differences retarded the progress of the work, and from the delays ensuing have prevented its proper completion to the present time.

Since my connection with the road commenced, serious delays also occurred from the insufficient supply of chairs, spikes and keys. In order to enable the contractors to prosecute the work, large quantities had to be made in Halifax.

On assuming the charge, the contractors were given distinctly to understand that, while no attempts would be made to take the work out of their hands, that whenever they did not employ sufficient force to ensure its completion during the season, an additional number of men would be employed at their expense.

On contracts 9 and 10 only was it found necessary to do so, and the contractors paid the additional force so employed.

Cutting and embankments.—On the portions of the main line in use not much was done during the past season to reduce the slopes or widen the cuttings through clay soil; operations were mainly confined to re-opening the side ditches and removing such slides as would immediately interfere with the use of the road. This work was done by the parties employed in upholding, under the management of the superintendent, and by the use of the rolling stock belonging to the province.

The slopes on contract 8, which were originally contracted for at 1 to 1, have generally been reduced to $1\frac{1}{2}$ to 1. Contracts 9, 10 and 11 were contracted for at $1\frac{1}{2}$ to 1, and have been so taken out, but there are a number of wet and springy cuttings on these contracts which will require to have additional width given to them.

On the Windsor branch, no orders were given to the contractors to reduce the slopes during the past season, except on contract No. 4; and in the uncertainty of getting paid if done without instruction, the early part of the season was lost, and since the work was taken off the contractor's hands, although occasional gangs of men have been at work, the limited amount of rolling stock at command prevented much from being accomplished. There are a number of cuttings, especially on contracts 1 and 2, which must be widened, to effect a thorough drainage of the road bed.

By the contracts the embankment on the main line are required to have a width equivalent to 13 ft. 9 in. at the level of the top of the sleepers; this is not more than is necessary, especially in clay soil, but, on the Windsor branch, the width of the same level is only 10 ft. 9 in., which I consider insufficient for safety, either against washes and slips, or when the locomotives or cars, from breakage or obstruction, happen to get off the rails. When there are two or three feet of embankment outside the sleepers, ordinary slips and washes may occur without endangering the track, and frequently enable the locomotive and cars to be brought up without much injury being sustained. The material removed by flattening the slopes of the cuttings should be used to widen out the embankments.

Ballasting—From the clayey nature of the soil on large portions both of the main line and Windsor branch, the ballasting of the road becomes a matter of paramount importance.

importance. Much of that which has been used is of inferior quality, and some that was good has been deteriorated by an admixture of clay from the running down of the slopes.

On contracts where no good material could be obtained, the contractors were, of necessity, allowed to use that which could be procured. I believe that nothing that could be done would be more beneficial to the road and add more to its permanence and durability than to put on about six inches of thoroughly good ballast in the cuttings, in addition to that provided for in the contracts. This would give 18 inches of ballast under the sleepers, and improve the drainage of the road bed, and would cost, with the raising of the track, about £200 per mile.

Station Buildings.—The buildings under contract at the commencement of the year have been completed, and several others were erected during the summer, viz : station houses at Beaver Bank and Newport, and wood-sheds at Stillwater and Windsor; a wood shed was also erected at the Junction, which was afterwards destroyed by fire.

The repair shop at Richmond has been under construction all season. It was delayed from the difficulty of getting proper material, and has only recently been completed. It is a very substantial building and well adapted to its purpose. A wood shed has also been erected at this station.

The only building contracted for on the 1st September last beyond the Truro Road station, was a passenger shed at Truro. Since then the following buildings have been erected, viz : station house, wood shed, and tank house, at Shubenacadie; station houses at Stewiacke and Brookfield; engine house, wood shed, tank house, and turn-table at Truro. Additions have also been made to the passenger shed at Truro with a view to strengthen it, but the whole frame work of the building is of too light construction. The late period at which these buildings were given out, and the scarcity of material, prevented their being completed as early as was desirable.

At the terminal stations much remains to be accomplished to render them convenient and adapted to accommodate a large amount of business, but the desire to economise in present expenditure has induced all but immediately necessary works to be postponed.

An additional engine shed will be required at Richmond, the present one being only capable of holding ten or twelve locomotives, while sixteen, including the four small ones, are now on the road, some of which are necessarily distributed at inconvenient points. It would be good economy to have a car house at this station, to protect the passenger cars not in use from the effects of the weather. It is also desirable that the station and work-shops should be lighted with gas.

A freight house is wanted at Truro; also one on the wharf at Windsor, a portion of which should be appropriated to the use of the custom house officers for the inspection and storage of goods. I would recommend that they be contracted for at an early day, so that the necessary material may be got out during the winter.

Fencing.—On the main line, about $45\frac{1}{4}$ miles of the road is fenced on both sides; and on the Windsor branch, $25\frac{1}{2}$ miles,—leaving 16 miles of the former, and 19 miles of the latter not fenced. About $1\frac{1}{4}$ miles of fence was destroyed by fire during the past season, a portion of which has been rebuilt.

Rails, chairs and keys.—The rails, both of the old and new pattern, have proved to be of a very good quality of iron. I am not aware that any have broken in ordinary use; but the destruction and breakage of chairs for the old rail has been very great. The chairs imported are much inferior in strength to those made in Halifax.

In my report of February 5th, 1858, I referred to the objections which had been found to exist against the use of cast-iron chairs and wooden keys in a climate liable to much variation of temperature. These have been found seriously to obtain on this road.

During the summer and fall it was found necessary to have two men on each contract, whose sole business was to pass over the line after every train, to replace the keys. The consumption from shrinkage and wear has been very great.

Cost of the road.—The books which have been kept in the engineer's office do not exhibit the cost of the road, nor the totals, scarcely under any heads of expenditure,—many payments being made independent of him, even on work supposed to be under his control and management. This, probably, was not the original intention of the law regulating the system of payments, as it is important that the engineer should keep books and know the cost of the various structures and work performed under his superintendence. But for the few months required to complete the road to Truro, it was not advisable to change from what had previously been the custom. I am unable, therefore, to submit any statement of the present cost of the road, or any classification of the expenditure, from books in this office. The total amounts for which I have given certificates up to 31st December is 48,316*l.* 15*s.* 9*d.*

My estimate of February last having been made with considerable care, I assume it as the eventual cost of the main line to Truro and Windsor branch, viz., 1,025,000*l.*, including interest on debentures, or 11,000*l.* per mile.

The sloping, draining and ballasting remain to be perfected. A smaller amount of rolling stock has so far been provided than was estimated upon; less fencing and fewer station buildings have yet been erected. Some of the items may be deferred for the present, but there are a few others which would go to increase the cost: the additional supply of chairs, spikes and keys—the raising of the grade on several portions of the road above freshet level—some additional bridging, introduction of gas, &c.

Extra claims.—The completion of the road to Truro, and the making of surveys and estimates for extending the railway to Pictou and to Hantsport, have occupied so much of the time of myself and assistants, that I have been unable to devote the requisite labor to the settlement of claims of contractors submitted last season. The measurements, however, are all taken, excepting the soundings of some of the lakes, which were deferred until they could be taken through the ice; and the accounts are now in process of adjustment. As a separate report will be submitted on these claims, it is unnecessary to discuss them here. I would mention, however, that no advance or payment has been made on account of them since my appointment as engineer; nor, in completing the road, has a single new agreement or allowance been made outside the original contracts.

The working department, including the repairs and upholding of the road, excepting on contracts 8 to 11—still in the hands of the contractors—being under the charge of the superintendent, it will be his duty to report on these several subjects.

So far, perhaps, the railway has had hardly a fair chance to develop the passenger travel of the country. Railways increase travel by the great saving of time which they effect, as well as by the reduction of expense, over other means of conveyance; but on the Nova Scotia railway, from running no separate passenger trains, the detentions at the stations to load and unload freight are so great as to neutralize, in some measure, the advantages of a saving of time. Until recently, the number of serviceable locomotives was not sufficient to run separate trains,—and, perhaps, the passenger business would scarcely warrant doing so throughout the year. It is the only way, however, by which the full benefits and advantages of the railway can be obtained; and I am of opinion that separate trains should be run at least during the summer.

From its position, the railway cannot look for any immediate or great increase in its income from connecting with other lines, or by diverting the business from other routes, but must wait for the more slow and gradual increase growing out of the increased business and development of the resources of the country. That it will have the effect to stimulate these, the experience of all other railways prove; and if, by rigid economy and skilful management, it can be made to support itself for a few years, it cannot fail to be of great advantage to the province.

I have the honor to be, gentlemen,

Your obedient servant,

(Signed)

JAMES LAURIE, civil engineer.

To the board of commissioners, Nova Scotia railway.

D.

(D.)

Richmond, 7th February, 1859.

TO THE HONORABLE CHAIRMAN OF RAILWAY COMMISSIONERS.

SIR,—

I have the honor to submit the accompanying returns, showing the receipts, working expenses, and details of business of the Nova Scotia railway, for the half-year ending 31st December last, with the following report :

Return No. 1, shows the number of passengers and receipts both on main line and on the Windsor branch, for the half-year ending 31st December, 1858.

Return No. 2, gives the working expenses for the same period.

Return No. 3, shows the mileage of trains, the number of passengers carried, and the particulars of general business both on the main line and Windsor branch, for each month during the last half-year.

The Windsor branch, thirty-one miles in length, was opened for traffic on 3rd June last, one train being run each way, per day, till 12th July: after that date to 31st December, there have been two trains each way, daily.

From 3d February to 15th November last, the Eastern trains ran twice each way, per day, between Halifax and Truro road station—a distance of thirty-one miles; on the 15th November, the railway was opened for traffic to Shubenacadie, a further distance of eight miles; and on 15th December the trains commenced running twice daily each way to Truro, distant sixty-one miles from Halifax.

The traffic receipts from 1st July to 31st December, 1858, are as follows :

	Amount received for Passengers.	Amount received for Horses and Waggon.	Amount received for Freight.	Total Amount.
Main line	2600 6 4	1025 1 3½	998 14 4	4624 1 11½
Windsor branch	4984 10 9	441 4 0½	1552 3 7	6977 18 4½
	<u>£7584 17 1</u>	<u>£1466 5 4</u>	<u>£2550 17 11</u>	<u>£11602 0 4</u>
Add: Balance of receipts for month of June,				130 1 6
Amount charged contractors for use of locomotives and cars, for half-year ending 31st December, 1858.				2063 5 0
Amount charged contractors for freight of material this half-year,				814 8 9
Amount charged contractors for extra repairs of ballast cars,				17 6 6
Amount charged W. Fenerty, for work done for him,				8 6 0
				<u>£14635 8 1</u>

The working expenses for half-year ending 31st December, 1858, as per return, No. 2, are as follows :

Salaries: Superintendent's office and all station agents,	£1383 15 11
Office expenses,	3 0 6
Printing and advertising,	200 12 6
Running expenses: Wages of engine-drivers, firemen, guards, and breakmen,	2797 1 7½
Traffic charges: Wages of porters,	1045 18 4½
Repairs of locomotives,	815 11 10½
Do. Passenger carriages,	91 18 9
Do. Freight cars,	184 1 0
Wood,	1585 14 10½
	Coal,

Coal,	£11	2	6
Oil,	667	3	0½
Cotton waste,	54	6	10
Repairs of permanent way and tools,	2392	16	3½
Do. Bridges,	25	18	9
Do. Stations and buildings,	34	18	6
Do. Fencing,	6	7	6
Repair shop and tools,	72	19	8½
Gratuities and damages,	23	6	3
Casualties,	28	6	3
Clearing snow and ice,	0	10	0
Road stock	32	12	9
Miscellaneous,	31	7	5½
	<hr/>		
	11489	11	2
Less value of oil and waste on hand,	510	4	3
	<hr/>		
	10979	6	11
Balance to credit of revenue, this half-year,	3656	1	2
	<hr/>		
	£14635	8	1

The receipts on main line and Windsor branch, from 1st July to 31st December, amounting to 11602*l.* 0*s.* 4*d.*, currency, are at the rate of 23204*l.*, currency, per annum, on a distance of sixty-five miles—the average length of railway worked this half-year.

At the same rate the present year's receipts would be :

As 65 miles : 92 miles : : £23204 : £32842.

As it is well known that the first year's receipts on a railway, especially on one only partially finished, afford no criterion for its future business, it is difficult to make any estimate for the receipts of this year. Experience has, however, shown that lines which at first scarcely pay their working expenses have, in the course of a few years, proved remunerative.

On examining the accompanying statement of receipts, it will be seen that the passenger returns of the Windsor branch greatly exceed the freight; and the number of passengers carried to meet the steamer *Emperor*, shows that the travel in the summer months was chiefly through passengers to St. John and Boston.

The tide at Windsor operates very seriously against the development of this traffic, which would doubtless increase to a large extent were it possible for the steamer to reach the railway at all times of the tide.

Since the works on the Windsor branch came into the hands of the commissioners, the road leading to the Windsor wharf has been formed and the ballasting of the station ground completed. When the contemplated freight house on the wharf shall have been built, and more of the filling in completed, the accommodation at Windsor will be sufficient.

Additions have also been made at Richmond station during the last half-year. The new machine-shop, now ready for the tools, will give the facilities for repairs of rolling stock, much hitherto needed. Additional shops and buildings will eventually be required: but, for the present, another engine-house having a turntable in the centre, will suffice. A shed for repairing cars is also needed, as well as much more platform accommodation and spare sidings, to meet the business of the coming season.

The rolling stock is as follows :

- 6 Passenger or freight locomotives, 16-inch cylinder, 5 feet driving wheels, from Neilson & Co. Glasgow.
- 3 Do., 16-inch cylinder, } Locomotives from Portland locomotive works.
2 Do., 14-inch do., }
- 5 Ballast locomotives.
-
- 16
- 8 First class passenger carriages.
4 Second class do. do.
4 Mail and baggage vans.
- 10 Freight cars.
17 Horse do.
1 Sheep do.
- 90 Platform do. of which 54 have been chiefly used for construction and upholding.
3 Snow ploughs.
2 Break cars.
- 14 Side-tip ballast waggons.
1 Scotch do. waggon.
21 Trolleys, (hand.)

The soft clay soil—which, commencing near the Windsor junction extends more or less to Truro, except for about two miles near Schultz's, and which exists, also, in many large cuttings on the Windsor branch—will necessitate considerable work being done for some time, until these cuttings come to their natural slope, and are sufficiently widened out to provide proper drainage. For this purpose every engine which can be spared from the traffic, with some fifty or sixty platform cars, will be required in the spring, and several of the engines will be needed for this work all the summer.

When the four locomotives ordered, I believe, in January, 1858, from Glasgow, shall arrive here, the wants of the traffic as regards engine power will, for the present, be well supplied; although the number of engines then will not exceed the average proportion to the mile as compared with railways in Canada and the United States.

It has long appeared to me most desirable to separate the passenger from the freight trains, circumstances having hitherto prevented it. I hope this alteration will be made early in the spring. The time occupied in loading freight, horses, waggons, and cattle being necessarily great, and for which allowance must be made in the time-table, causes detentions very objectionable to passengers. It is as easy to run passenger trains to Truro in three hours as freight trains in six hours, and one locomotive will then suffice for taking both eastern and western passenger trains to the Windsor junction.

Separate engines have hitherto been used with each train from Halifax, first, because the platform accommodation at Richmond station does not permit both trains being loaded at the same time; and secondly, because no ordinary engine is sufficiently powerful to take both eastern and western trains with the number of carriages at present necessary, up the Bedford grade.

The first class passenger fares being at the rate of two pence currency per mile, are about half the previous stage coach fares. In the same manner, the railway freight rates are about one-third the amount previously charged by teams on the road.

The Nova Scotia railway freight tariff, compiled from the best examples in Canada, is in general about twenty per cent. lower than freight rates in that province: the charge for horses and waggons here being nearly thirty per cent. in favor of our countrymen.

In forming a freight tariff due regard must be had to local circumstances, to the population, the extent, the nature of general business at present existing, and the amount of traffic which, by means of sufficient facilities, may be created. Rates which are too low produce the same result as those which are too high, and experience alone can show the particular rates which will produce, in each country, the largest receipts.

In forming the freight tariff, it was deemed advisable not only to charge such rates as would pay working expenses, but those which would probably secure a surplus.

I have previously brought to the notice of the board the great advantages which the electric telegraph gives as regards safety, to the efficient working of a road. Should future negotiations with the telegraph company prove as hitherto unsatisfactory, I trust the commissioners will then erect a telegraph along the railway, with the least possible delay.

It is evident that not only are the receipts of a railway just opened small in comparison to what they will be when business at first latent becomes subsequently developed, but that the disadvantages of working a new railway are necessarily very great. The road-bed—which does not get consolidated in less than three years—requires great care and expense to keep it in repair the first twelve months; so much so that in England the maintenance of the road, during this period, is usually charged to the construction account. The great changes of this climate in winter are most trying to a new road, and often cause such variations in the rails (frequently amounting to twelve inches in as many hours) as necessitates their being adjusted nearly every day.

A railway opened in a new country starts also under the great disadvantage of being obliged to employ, in various ways, many men previously unacquainted with railway duties. Time and attention alone can give to these men the experience required for the efficient working of a road. In all countries, even on old roads, the inattention of employees is a frequent cause of accidents.

Considering, then, all the circumstances connected with this railway, and having carried nearly 36,000 passengers within the past six months, none of whom have been in any respect injured, I think we have been as fortunate as could have been expected, and quite as much so as is usually the case on other railroads.

I cannot close this report without expressing to Mr. Moir, locomotive superintendent, to Mr. Taylor, the accountant, and to the road masters, my best thanks for their co-operation during the last half-year.

I have the honor to be,

Sir,

Your obedient servant,

J. R. MOSSE, superintendent.

(E.)

Statement of working for the year ending 31st December, 1858.

		RECEIPTS.			
June 30.	Cash for passengers and freight,	£3498	12 7½		
Dec. 31.	do. do.	11732	1 10½		
				£15230	14 5½
June 30.	Charged contractors for hire of locomotives and cars,	599	17 6		
Dec. 31.	do. do.	2063	5 0		
				2663	2 6
June 30.	Cash for storage,			0	14 10
Dec. 31.	Charged contractors freight of materials for contract,	814	8 9		
	Charged contractors for repair of cars,	17	6 6½		
	Amount received from Fenerty for use of cars,	8	6 0		
				840	1 3½
				£18734	13 1
					Expenses.

No. 14.

TRADE RETURNS.

GENERAL STATEMENT OF IMPORTS,

Being a detailed account of the principal articles of British and Foreign merchandise imported into Nova Scotia during twelve months ended 30th September, 1858, shewing the quantity and value of each article entered at each port, and indicating from what countries imported.

ALE AND PORTER.							
PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
Advocate,	Packages.	£ sterling.					
Amherst,	2	5			5		
Annapolis,							
Antigonishe,							
Arichat,							
Barrington,							
Canso, (Cape)							
Canada Creek,							
Church Point,							
Cornwallis,	25	42			17	25	
Clementsport,							
Great Bras d'Or,							
Guysborough,							
Halifax,	1556	2380	2071			309	
Hantsport,							
Horton,							
LaHave,							
Liverpool,							
Londonderry,							
Lunenburg,							
Maitland,							
Parrsborough,							
Pictou,	30	60	25		32	2	
Port Medway,							
Port Hood,							
Pubnico,							
Pugwash,		1			1		
Ragged Islands,							
Shelburne,							
Sherbrooke,							
Ship Harbor,	8	16			16		
Truro,							
Windsor,							
Yarmouth,	4	4				4	
Totals,	1625	£2508	2097		71	340	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

ARMS AND AMMUNITION.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
		£ Sterling.					
Advocate,		12			12		
Amherst,							
Annapolis,							
Antigonishe,							
Arichat,							
Baddeck,							
Barrington,							
Bear River,							
Beaver River,							
Canso, (Cape)		14				14	
Canada Creek,							
Church Point,							
Cornwallis,							
Digby,							
French Cross,							
Great Bras d'Or,							
Guysborough,							
Halifax,		2603	2603				
Hantsport,							
Horton,							
LaHave,							
Liverpool,		15			15		
Londonderry,							
Lunenburg,							
Maitland,							
Parrsborough,							
Pictou,		2391	2391				
Port Medway,							
Port Hood,							
Shelburne,							
Sherbrooke,							
Ship Harbor,							
Sydney, C. B.							
Sheet Harbor,							
Tatamagouche,							
Thorne's Cove,							
Truro,							
Wallace,							
Walton,							
Westport,							
Wilmot,		55			55		
Windsor,							
Yarmouth,		113				113	
Totals,		£5203	4994		82	127	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

APPLES.							
PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
	Barrels.	£ Sterling.					
Advocate,	1	3					3
Amherst,	58	17			7		10
Annapolis,							
Antigonishe,							
Arichat,	47	25					25
Baddeck,							
Barrington,	94	66					66
Bear River,							
Beaver River,	3	3					3
Bridgeport,							
Canada Creek,							
Church Point,	1	1					1
Cornwallis,							
Clementsport,							
Digby,							
Great Bras d'Or,							
Guysborough,							
Halifax,	543	525			6		519
Hantsport,							
Horton,							
LaHave,							
Liverpool,	48	53					53
Londonderry,	14	9					9
Lunenburg,							
Maitland,	13	9					9
Parrsborough,							
Pictou,	112	40					40
Port Medway,							
Pubnico,	16	10					10
Pugwash,							
Ragged Islands,	9	2					2
Shelburne,							
Sherbrooke,							
Ship Harbor,	1	2					2
Sydney, C. B.							
Sydney, (North)	65	33					33
Sheet Harbor,							
Tatamagouche,							
Thorne's Cove,							
Truro,	41	36					36
Wallace,							
Weymouth,	1	2					2
Windsor,	2	3					3
Yarmouth,	939	291			5		286
Totals,	2008	£1130			18		1112

GENERAL STATEMENT OF IMPORTS—*continued.*

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	IMPORTED FROM				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
Advocate,	Barrels.	Packages	£ Sterling					
Amherst,		4	15					15
Annapolis,		2	5					5
Antigonishe,								
Arichat,								
Baddeck,								
Barrington,		18	55					55
Bear River,		1	3					3
Beaver River,								
Bridgeport,								
Canso, (Cape)		4	12					12
Canada Creek,								
Church Point,		3	9					9
Cornwallis,								
Glementsport,								
Digby,								
French Cross,								
Great Bras d'Or,								
Guysborough,								
Halifax,		1443	3166			6		3160
Hantsport,								
Horton,								
Joggins,								
LaHave,								
Liverpool,		3	9					9
Londonderry,								
Lunenburg,								
Maitland,								
Parrsborough,								
Pictou,		2	4					4
Port Medway,								
Pubnico,		7	17					17
Pugwash,								
Sydney, C. B.								
Sydney, (North)								
Sheet Harbor,								
Tatamagouche,								
Thorne's Cove,								
Truro,								
Tusket,								
Weymouth,	2		8					8
Wilmot,								
Windsor,								
Yarmouth,	42		121					121
Totals,	44	1487	£3424			6		3418

GENERAL STATEMENT OF IMPORTS—*continued.*

BRANDY.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	IMPORTED FROM			
	Packages.	Gallons		GREAT BRITAIN.	BRITISH COLONIES. West Indies. North America.	UNITED STATES.	OTHER COUNTRIES.
Advocate,							
Amherst,		290	140			140	
Annapolis,							
Antigonishe,							
Arichat,							
Baddeck,							
Barrington,							
Bear River,							
Beaver River,							
Bridgeport,							
Canso, (Cape)							
Canada Creek,							
Church Point,							
Cornwallis,							
Clementsport,							
Digby,		10	6			6	
French Cross,							
Great Bras d'Or,							
Guysborough,							
Halifax,	725		5979	5524		355	100
Hantsport,							
Horton,							
Joggins,							
LalHave,							
Liverpool,							
Londonderry,							
Parrsborough,							
Pictou,		449	253	253			
Pubnico,							
Pugwash,							
Ragged Islands,							
Shelburne,							
Sherbrooke,							
Ship Harbor,							
Sydney, C. B.							
Sydney, (North)							
Sheet Harbor,							
Tatamagouche,							
Truro,							
Wallace,							
Walton,							
Wilmot,							
Windsor,		60	30			30	
Yarmouth,							
Totals,	725	809	£6408	5777		531	100

General

GENERAL STATEMENT OF IMPORTS—*continued.*

BREAD.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
	Packages	£ Sterling.		West Indies.	North America.		
Advocate,	2	2				2	
Amherst,	23	28			17	11	
Annapolis,	5	9				9	
Antigonishe,		2				2	
Arichat,	398	398			6	242	150
Baddeck,							
Barrington,	61	47				47	
Bear River,	6	6			2	4	
Beaver River,	7	6				6	
Bridgeport,							
Canso, (Cape)	132	79			2	77	
Canada Creek,							
Church Point,	5	5				5	
Cornwallis,							
Clementsport,	4	8			8		
Digby,	14	28			14	14	
Halifax,	5688	4770	180		1	4589	
Liverpool,	11	11				11	
Londonderry,	2	3				3	
Lunenburg,							
Maitland,	1	1				1	
Parrsborough,	2	2				2	
Pictou,	25	37				37	
Port Hood,							
Pubnico,	12	13				13	
Pugwash,	3	2				2	
Ragged Islands,	49	55				55	
Shelburne,	3	1				1	
Sherbrooke,							
Ship Harbor,	76	63			63		
Sydney, C. B.							
Sydney (North)	65	60				60	
Sheet Harbor,							
Tatamagouche,							
Thorne's Cove,							
Truro,	12	9			1	8	
Tusket,	45	42				42	
Wallace,							
Walton,							
Westport,	53	45			6	39	
Weymouth,							
Wilmot,	2	3			3		
Windsor,	53	41				41	
Yarmouth,	342	303				303	
Totals,	7101	£6079	180		123	5626	150

General

GENERAL STATEMENT OF IMPORTS—*continued.*

BURNING FLUID.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	IMPORTED FROM				
	Barrels.	Gallons		£ Sterling.	GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.
					West Indies.	North America.		
Advocate,	1	47	11				11	
Amherst,								
Annapolis,								
Antigonishe,	2		12				12	
Arichat,								
Baddeck,			16			16		
Barrington,	22		74				74	
Bear River,		90	13				13	
Beaver River,	1		5				5	
Bridgeport,								
Church Point,	3		12				12	
Cornwallis,	19		95				95	
Clementsport								
Digby,								
Guysborough,								
Halifax,	751		2939				2939	
Hantsport,	9		44				44	
Horton,	18		76				76	
Liverpool,								
Londonderry,			104			7	97	
Lunenburg,		80	8				8	
Maitland,	5		21				21	
Parrsborough,	8		42				42	
Pictou,		906	93				93	
Port Medway,	2		12				12	
Port Hood,								
Pubnico,	1		3				3	
Pugwash,	4		20				20	
Ragged Islands,		286	40				40	
Shelburne,	3		13				13	
Sherbrooke,								
Ship Harbor,	1		6			6		
Sydney, C. B.	2		10				10	
Sydney, (North)	3		12				12	
Sheet Harbour,								
Tatamagouche,								
Thorne's Cove,								
Truro,			41				41	
Tusket,		25	3				3	
Westport,								
Weymouth,								
Wilmot,								
Windsor,	26		105				105	
Yarmouth,								
Totals,	881	1434	£3830			29	3801	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

BUTTER.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	IMPORTED FROM				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
					West Indies.	North America.		
	Casks.	Cwt.	£ Sterling.					
Advocate,								
Amherst,								
Annapolis,								
Antigonishe,								
Arichat,								
Baddeck,								
Barrington,	10		12			12		
Bear River,								
Beaver River,								
Canso, (Cape)								
Canada Creek,								
Church Point,								
Cornwallis,								
Digby,								
French Cross,								
Great Bras d'Or,								
Guysborough,								
Halifax,	2178		2800	1		760	2039	
Hantsport,								
Horton,								
LaHave,								
Liverpool,	25		208			208		
Londonderry,								
Lunenburg,								
Maitland,								
Parrsborough,								
Pictou,		2	6			6		
Port Medway,								
Port Hood,								
Shelburne,								
Sherbrooke,								
Ship Harbor,								
Sydney, C. B.								
Sydney, (North)	32		16				16	
Tatamagouche,								
Thorne's Cove,								
Truro,								
Tusket,								
Wallace,								
Walton,								
Westport,		53	63			50	13	
Wilmot,								
Windsor,								
Yarmouth,		10	39				39	
Totals,	2245	65	£3144	1		1036	2107	

GENERAL STATEMENT OF IMPORTS—*continued.*

BRICKS.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	IMPORTED FROM			
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.
M	£ Sterling.	West Indies.	North America.				
Advocate,							
Amherst,			10			10	
Annapolis,							
Antigonishe,							
Arichat,							
Barrington,	12	19				12	7
Bear River,	10	7					7
Bridgeport,							
Canso, (Cape)							
Canada Creek,	13	26				26	
Church Point,	14	20					20
Cornwallis,							
Clementsport,							
Digby,							
French Cross,							
Great Bras d'Or,	5	13				13	
Guysborough,							
Halifax,	174	186	40			7	139
Hantsport,							
Horton,		1				1	
Joggins,							
Liverpool,	16	26					26
Londonderry,	7	15				12	3
Lunenburg,							
Maitland,	12	13				1	12
Parrsborough,							
Pictou,	17	48	30				18
Port Medway,	40	40					40
Port Hood,							
Pubnico,	3	4					4
Pugwash,							
Sherbrooke,							
Ship Harbor,							
Sydney, C. B.	6	10					10
Sydney (North)	25	70					70
Sheet Harbor,							
Tatamagouche,							
Thorne's Cove,							
Truro,							
Tusket,	5	6					6
Wallace,							
Wilmot,	1	3				3	
Windsor,	87	66				23	43
Yarmouth,	45	21					21
Totals,	492	£604	70			108	426

General

GENERAL STATEMENT OF IMPOSTS—*continued.*

CABINET WARES.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
		£-Sterling.					
Advocate,		9					9
Amherst,		183			4		179
Annapolis,		17					17
Arichat,							
Barrington,		169					169
Canso, (Cape)		6					6
Bear River,		5					5
Canada Creek,		6					6
Church Point,		640					640
Cornwallis,		6				2	4
Clementsport,							
Guysborough,							
Halifax,		2156	366	30			1760
Hantsport,		156					156
Horton,		9					9
LaHave,							
Liverpool,		266					266
Londonderry,		206					206
Lunenburg,							
Maitland,							
Parrsborough,		28					28
Pictou,		552					552
Port Medway,		164					164
Port Hood,		3					3
Pubnico,							
Pugwash,		32					32
Ragged Islands,		21					21
Shelburne,		11					11
Sherbrooke,							
Sydney, C. B.		27					27
Sydney (North)		320					320
Ship Harbor,							
Sheet Harbor,							
Tatamagouche,		61					61
Thorne's Cove,							
Truro,		43					43
Tusket,		12					12
Wallace,							
Walton,							
Westport,							
Wilmot,		85					85
Windsor,		177					177
Yarmouth,		502				3	499
Totals,		£5872	366	30	9		5467

General

GENERAL STATEMENT OF IMPORTS—*continued.*

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	IMPORTED FROM				
	Boxes.	Lbs.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
					West Indies.	North America.		
Advocate,		80	4				4	
Amherst,		1792	47			11	36	
Annapolis,		918	23			1	22	
Antigonishe,								
Arichat,		172	5				5	
Baddeck,								
Barrington,		1720	48				48	
Bear River,		1069	43			2	41	
Beaver River,		110	5				5	
Bridgeport,								
Canada Creek,	4		5				5	
Church Point,		191	6				6	
Cornwallis,	30		30				30	
Clementsport,		280	7				7	
Digby,		1474	48			17	31	
Great Bras d'Or,								
Guysborough,								
Halifax,	277		461	253			208	
Hantsport,	7		9				9	
Horton,		80	3				3	
LaHave,								
Liverpool,		116	6				6	
Londonderry,		336	13			1	12	
Lunenburg,								
Maitland,		900	12				12	
Parrsborough,	6		7				7	
Pictou,		470	15	2			13	
Port Medway,								
Pubnico,		75	2				2	
Pugwash,	8		7				7	
Ragged Islands,								
Shelburne,								
Sherbrooke,								
Ship Harbor,			1				1	
Sydney, C. B.	1		1				1	
Sydney, (North)	2		2				2	
Sheet Harbor,								
Tatamagouche,		240	6				6	
Thorne's Cove,								
Westport,		561	23				23	
Weymouth,								
Wilmot,		772	36			15	21	
Windsor,		1782	57				57	
Yarmouth,		4044	112				112	
Totals,	335	17182	£1044	255		47	742	

GENERAL STATEMENT OF IMPORTS—*continued.*

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	IMPORTED FROM				
	Packages.	Lbs.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTR'S.
					West Indies.	North America.		
Advocate,			7				7	
Amherst,		292	14				14	
Annapolis,		529	12				12	
Antigonishe,		419	8				8	
Arichat,		358	4				4	
Baddeck,		170	2				2	
Barrington,		60	6				6	
Bear River,		240	8				8	
Beaver River,		390	33			10	23	
Bridgeport,		1044						
Canso, (Cape)								
Canada Creek,								
Clementsport,								
Digby,								
French Cross,								
Great Bras d'Or,								
Guysborough,	1558		5075	38	3323		1602	112
Halifax,	1		2				2	
Hantsport,		60	2				2	
Horton,								
Joggins,								
LaHave,								
Liverpool,		2169	81	3			72	6
Londonderry,		336	8				8	
Lunenburg,	1		6				6	
Maitland,								
Parrsborough,								
Pictou,		2394	60				60	
Port Medway,	3	310	22				22	
Port Hood,								
Pubnico,		510	11				11	
Pugwash,	1		2				2	
Ragged Islands,		896	35		35			
Shelburne,						3	1	
Sherbrooke,								
Ship Harbor,	2		4					
Tatamagouche,	1		1				1	
Thorne's Cove,								
Truro,		590	15				15	
Westport,		364	11				11	
Weymouth,								
Wilmot,		88	4				4	
Windsor,		943	25				25	
Yarmouth,		7513	193				176	17
Totals,	1567	19675	£5651	41	3358	13	2104	135

General

GENERAL STATEMENT OF IMPORTS—*continued.*

CHEESE.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	IMPORTED FROM			OTHER COUNTRIES.
	Packages.	Cwt.		GREAT BRITAIN.	BRITISH COLONIES. West Indies. North America.	UNITED STATES.	
Advocate,							
Amherst,							
Annapolis,							
Antigonishe,							
Arichat,							
Baddeck,							
Barrington,		15	39				39
Beaver River,							
Canada Creek,							
Church Point,							
Cornwallis,							
Clementsport,							
Digby,							
French Cross,							
Great Bras d'Or,							
Guysborough,							
Halifax,	670		448	114			334
Hantsport,							
Horton,							
Joggins,							
LaHave,							
Liverpool,		1	1				1
Londonderry,							
Lunenburg,*							
Maitland,							
Parrsborough,							
Pictou,		36	80				80
Port Medway,							
Port Hood,							
Pubnico,							
Pugwash,							
Ragged Islands,		1	2				2
Shelburne,							
Sherbrooke,							
Ship Harbor,							
Sydney, (North)		15	37				37
Sheet Harbor,							
Truro,		4	8				8
Wallace,							
Walton,							
Westport,		3	6			6	
Weymouth,		1	4				4
Windsor,			4				4
Yarmouth,		18	35				35
Totals,	670	94	£664	114		6	544

General

GENERAL STATEMENT OF IMPORTS—*continued.*

CLOCKS, WATCHES AND JEWELRY.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
				West Indies.	North America.		
		£ Sterling.					
Amherst,		4				4	
Annapolis,		14				14	
Antigonishe,							
Arichat,							
Baddeck,							
Barrington,		3				3	
Bear River,							
Beaver River,		1				1	
Cornwallis,		7				7	
Clementsport,							
Digby,							
Guysborough,							
Halifax,		2998	1920			1078	
Hantsport,							
Horton,							
Joggins,							
LaHave,							
Liverpool,		17				17	
Londonderry,		16				16	
Lunenburg,							
Maitland,							
Parrsborough,							
Pictou,		52			9	43	
Port Medway,							
Port Hood,							
Pubnico,							
Pugwash,							
Ragged Islands,		6				6	
Shelburne,							
Sherbrooke,							
Ship Harbor,							
Sydney, C. B.							
Sydney, (North)							
Sheet Harbor,							
Tatamagouche,							
Truro,							
Tusket,							
Wallace,							
Walton,							
Westport,							
Weymouth,							
Wilnot,							
Windsor,		11			11		
Yarmouth,		161				161	
Totals,		£3290	1920		20	1350	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

CORN AND WHEAT.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	IMPORTED FROM				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
	Bags.	Bushels.	£ Sterling.					
Advocate,								
Amherst,								
Annapolis,		3183	637				637	
Antigonishe,								
Arichat,								
Baddeck,								
Barrington,		263	53				53	
Bear River,		163	24				24	
Beaver River,								
Bridgeport,								
Canso, (Cape)								
Canada Creek,								
Church Point,	432		176				176	
Cornwallis,	600		250			50	200	
Clementsport,								
Digby,		100	16				16	
French Cross,								
Great Bras d'Or,								
Halifax,	2282	76000	15518			3291	12227	
Hantsport,								
Horton,			105				105	
LaHave,								
Liverpool,		36	7				7	
Londonderry,								
Lunenburg,								
Maitland,		12	2				2	
Parrsborough,								
Pictou,								
Port Medway,								
Port Hood,								
Pubnico,		374	62				62	
Pugwash,								
Ragged Islands,		4	1				1	
Shelburne,	60		26				26	
Ship Harbor,								
Sydney, C. B.	24		12				12	
Sydney, (North)								
Truro,								
Tusket,		216	47				47	
Wallace,								
Weymouth,	83		41				41	
Wilmot,								
Windsor,		707	136				136	
Yarmouth,	111		44				44	
Totals,	3592		£17157		81058	3341	13816	

General

GENERAL STATEMENT OF IMPORTS—*continued*.

CORNMEAL AND OATMEAL.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
				West Indies.	North America.		
	Packages	£ Sterling.					
Advocate,	71	71			40	31	
Amherst,	85	69			21	48	
Annapolis,	586	509			162	347	
Antigonishe,	20	11				11	
Arichat,	310	289				289	
Barrington,	607	542				542	
Bear River,	229	210			16	194	
Beaver River,	506	249				249	
Canso, (Cape)	198	162			23	139	
Canada Creek,	1014	679			215	464	
Church Point,	792	641				641	
Cornwallis,	970	907			232	675	
Clementsport,	272	140			27	113	
Digby,	721	627			442	185	
French Cross,	116	96			28	68	
Guysborough,	9	9			9		
Halifax,	13613	10569	50		826	9693	
Hantsport,							
Horton,	429	268			2	266	
Joggins,	82	66				66	
LaHave,	20	20				20	
Liverpool,	857	907			93	814	
Londonderry,	456	340			3	337	
Maitland,	633	560			1	559	
Parrsborough,	148	115			29	86	
Pictou,	239	218			23	195	
Port Medway,	659	590				590	
Port Hood,	400	300				300	
Pubnico,	696	555				555	
Ragged Islands,	446	396				396	
Shelburne,	61	63				63	
Ship Harbor,	413	362			337	25	
Sydney, C. B.	92	83			45	38	
Sydney, (North)	291	211			30	181	
Thorne's Cove,	171	137				137	
Truro,	215	125				125	
Tusket,	1199	59				594	
Wallace,							
Walton,	175	156				156	
Westport,	241	227			71	156	
Weymouth,	489	516				516	
Wilmot,	475	349			42	307	
Windsor,	1980	788			3	785	
Yarmouth,	4339	3196				3196	
Totals,	35325	£26922	50		2720	24152	

GENERAL STATEMENT OF IMPORTS—*continued.*

CHINA, GLASSWARE AND EARTHENWARE.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTR'S.
		£ Sterling		West Indies.	North America.		
Advocate,							
Amherst,		307			262	45	
Annapolis,		161			152	9	
Antigonishe,		40				40	
Arichat,							
Barrington,		13				13	
Bear River,		43			43		
Beaver River,							
Bridgeport,							
Canso, (Cape)							
Canada Creek,		75			55	20	
Church Point,		40			6	34	
Cornwallis,		106			74	32	
Glementsport,		15			15		
Digby,		410			379	31	
Guysborough,							
Halifax,		7378	6309			1069	
Hantsport,							
Horton,		53			10	43	
Joggins,		5			5		
LaHave,							
Liverpool,		69				69	
Londonderry,		183			134	49	
Lunenburg,							
Maitland,		22			9	13	
Parrsborough,		18			18		
Pictou,		933	843			90	
Port Medway,							
Pubnico,							
Pugwash,							
Ragged Islands,		4				4	
Ship Harbor,		38			38		
Sydney, C. B.							
Sydney, (North)							
Sheet Harbor,							
Tatamagouche,							
Thorne's Cove,							
Truro,		137			125	12	
Tusket,		6				6	
Westport,		18			16	2	
Weymouth,							
Wilmot,		164			155	9	
Windsor,		55			51	4	
Yarmouth,		266			6	260	
Totals,		£10559	7152		1553	1854	

GENERAL STATEMENT OF IMPORTS—*continued.*

CODFISH.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
	Cwt.	£ Sterling.					
Advocate,	2	2				2	
Amherst,	54	39			39		
Annapolis,	12	8			8		
Antigonishe,							
Arichat,							
Baddeck,							
Barrington,							
Bear River,							
Beaver River,							
Bridgeport,							
Canso, (Cape)	2950	1822			1822		
Canada Creek,	35	20			20		
Church Point,							
Cornwallis,							
Clementsport							
Digby,							
Great Bras d'Or,							
Guysborough,							
Halifax,	138873	87364			85580	1784	
Hantsport,							
Joggins,	10	10			10		
LaHave,							
Liverpool,							
Londonderry,							
Lunenburg,							
Parrsborough,							
Pictou,	815	375			375		
Port Hood,							
Pubnico,							
Pugwash,							
Ragged Islands,							
Shelburne,							
Sherbrooke,							
Ship Harbor,	700	500			500		
Sydney, C. B.							
Sydney, (North)							
Sheet Harbour,							
Tatamagouche,							
Truro,	10	8			8		
Tusket,							
Westport,							
Wilmot,							
Windsor,	5	4			4		
Yarmouth,							
Totals,	143466	£90152			88366	1786	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

CORDAGE AND CANVAS.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
		£ Sterling					
Advocate,		270					270
Amherst,		45			31		14
Annapolis,		19					19
Antigonishe,		4					4
Arichat,							
Baddeck,		137			137		
Barrington,		94					94
Bear River,		46			46		
Beaver River,		95					95
Bridgeport,							
Canso, (Cape)		25					25
Canada Creek,		151			75		76
Church Point,		111			30		81
Cornwallis,		30					30
Clementsport,							
Digby,		94			94		
French Cross,		100					100
Halifax,		36735	29328	38	303		7066
Horton,		1					1
Liverpool,		122					122
Londonderry,		113					113
Maitland,		225					225
Parrsborough,		6					6
Pictou,		1875	1815				60
Port Medway,		18					18
Pubnico,							
Pugwash,		76			76		
Ragged Islands,							
Shelburne,		1					1
Sherbrooke,							
Ship Harbor,		68			68		
Sydney, C. B.		2					2
Sydney (North)		45			45		
Sheet Harbor,							
Tatamagouche,		1					1
Thorne's Cove,							
Truro,		110					110
Wallace,							
Walton,		275					275
Westport,		49			23		26
Weymouth,		300					300
Wilmot,							
Windsor,		59					59
Yarmouth,		271			38		233
Totals,		£41573	31143	38	966		9426

General

GENERAL STATEMENT OF IMPORTS—*continued.*

COTTON, LINEN, SILK, AND WOOLLEN MANUFACTURES.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
		£ Sterling					
Advocate,		30				30	
Amherst,		3723			3278	445	
Annapolis,		2448			2177	271	
Antigonishe,		120				120	
Arichat,		1575	760				815
Baddeck,		63			63		
Barrington,		346				346	
Bear River,		876			686	190	
Beaver River,		4				4	
Canso, (Cape)		169				169	
Canada Creek,		1028			725	303	
Church Point,		529			454	75	
Cornwallis,		1315			635	680	
Clementsport,		166			58	108	
Digby,		3172			2147	1025	
French Cross,		264			119	145	
Great Bras d'Or,		16			16		
Halifax,		246070	234031		533	11506	
Horton,		157				157	
Joggins,		202			165	37	
Liverpool,		852				852	
Londonderry,		1375			742	633	
Maitland,		210				210	
Parrsborough,		64				64	
Pictou,		8148	7554			594	
Port Medway,							
Pubnico,		35				35	
Ragged Islands,		62				62	
Shelburne,		32				32	
Sherbrooke,							
Ship Harbor,		1000			1000		
Sydney, C. B.		268			187	81	
Sydney, (North)		155			135	20	
Tatamagouche,							
Thorne's Cove,							
Truro,		818			269	549	
Tusket,		87				87	
Wallace,							
Walton,							
Westport,		233			119	114	
Weymouth,		617			617		
Wilmot,		3160			2246	914	
Windsor,		1105			790	315	
Yarmouth,		4150			1651	2499	
Totals,		£284644	242345		18812	22672	815

GENERAL STATEMENT OF IMPORTS—*continued.*

DRUGS AND APOTHECARIES' WARE.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
		£ Sterling.					
Advocate,		10				10	
Amherst,		238			59	179	
Annapolis,		135			32	103	
Antigonishe,		20				20	
Arichat,							
Baddeck,		4			4		
Barrington,		11				11	
Bear River,							
Beaver River,							
Bridgeport,							
Canso, (Cape)							
Canada Creek,		20				20	
Church Point,							
Cornwallis,		60				60	
Clementsport,		4				4	
Digby,		68				68	
French Cross,							
Great Bras d'Or,							
Halifax,		9921	4481	758	15	4667	
Hantsport,							
Horton,		148				148	
Lallave,							
Liverpool,		213				213	
Londonderry,		188				118	
Lunenburg,							
Maitland,							
Parrsborough,		8				8	
Pictou,		1104	272		10	822	
Port Medway,							
Port Hood,							
Pubnico,							
Pugwash,		23			1	22	
Ragged Islands,							
Shelburne,							
Ship Harbor,		44			26	18	
Sydney, C. B.		7				7	
Sydney, (North)		15			15		
Truro,		131				131	
Tusket,		4				4	
Wallace,		3				3	
Weymouth,							
Wilmot,		57				57	
Windsor,		205			15	190	
Yarmouth,		323				323	
Totals,		£12964	4753	758	177	7276	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

FISHING TACKLE.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
		£ Sterling.					
Advocate,							
Amherst,							
Annapolis,							
Antigonishe,							
Arichat,		440	240				200
Baddeck,							
Barrington,		29				29	
Bear River,							
Beaver River,							
Cornwallis,							
Clementsport,							
Digby,							
Guysborough,							
Halifax,		15577	14985			532	
Hantsport,							
Horton,							
Joggins,							
LaHave,							
Liverpool,		4				4	
Londonderry,							
Lunenburg,							
Maitland,							
Parrsborough,							
Pictou,		49	47				2
Port Medway,							
Port Hood,							
Pugwash,							
Ragged Islands,							
Shelburne,							
Sherbrooke,							
Ship Harbor,		47			47		
Sydney, C. B.							
Sydney, (North)							
Sheet Harbor,							
Tatamagouche,							
Truro,							
Tusket,							
Wallace,							
Walton,							
Westport,		86			46	40	
Weymouth,							
Wilnot,							
Windsor,							
Yarmouth,		80				80	
Totals,		£163'2	15272		93	747	2'0

General

GENERAL STATEMENT OF IMPORTS—*continued.*

FLOUR (WHEAT).

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTR'S.
				West Indies.	North America.		
	Barrels.	£ Sterling.					
Advocate,	842	1060			267	793	
Amherst,	2069	2128			858	1270	
Annapolis,	4310	4857			1785	3072	
Antigonishe,	366	527			192	335	
Arichat,	4543	4994			90	4904	
Barrington,	5570	6009				6009	
Bear River,	1097	1428			173	1255	
Beaver River,	311	425				425	
Canso, (Cape)	2816	3044			2849	195	
Canada Creek,	3815	5105			1470	3635	
Church Point,	2812	3270				3270	
Cornwallis,	5006	6644			825	5819	
Clementsport,	1400	1591			532	1059	
Digby,	3307	3778			1723	2055	
French Cross,	819	979			328	651	
Great Bras d'Or,	131	160			160		
Guysborough,	631	746			746		
Halifax,	163797	164373			8579	155794	
Horton,	2907	3383			72	3311	
Joggins,	1254	1087			22	1065	
LaHave,	175	181				181	
Liverpool,	4069	6469			2826	3643	
Londonderry,	5332	5622			56	5566	
Lunenburg,	40	60				60	
Maitland,	3467	4023			69	3954	
Parrsborough,	2140	2818			424	2394	
Pictou,	6864	6604			2156	4448	
Port Medway,	1659	2282				2282	
Port Hood,	4	5			5		
Pubnico,	2987	3320				3320	
Pugwash,	25	28				28	
Ragged Islands,	1833	2090				2090	
Shelburne,	366	513				513	
Sherbrooke,	25	25				25	
Ship Harbor,	2368	2566			2423	143	
Sydney, C. B.	684	836			668	168	
Sydney, (North)	2363	3539			1458	2081	
Tatamagouche,	25	23				23	
Thorne's Cove,	886	1171			60	1111	
Truro,	2428	2461			60	2401	
Tusket,	2880	3299				3299	
Walton,	745	908				908	
Westport,	1647	2139			461	1678	
Weymouth,	2132	3607			300	3307	
Wilmot,	5126	7624			4215	3409	
Windsor,	6922	7116			108	7008	
Yarmouth,	14910	15302			12	15290	
Totals,	279995	£300219			35972	264247	

GENERAL STATEMENT OF IMPORTS—*continued.*

FLOUR (RYE).

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	IMPORTED FROM				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
	Barrels.	£ Sterling.						
Advocate,								
Amherst,								
Annapolis,								
Antigonishe,								
Arichat,								
Baddeck,								
Barrington,	284	255				255		
Beaver River,	20	25				25		
Canada Creek,								
Church Point,	4	3				3		
Cornwallis,								
Clementsport,								
Digby,								
French Cross,								
Great Bras d'Or,								
Guysborough,								
Halifax,	7687	6047				6047		
Hantsport,								
Horton,								
LaHave,								
Liverpool,	363	408			141	267		
Londonderry,								
Lunenburg,								
Maitland,								
Parrsborough,								
Pictou,								
Port Medway,								
Port Hood,								
Pubnico,	100	90				90		
Pugwash,								
Ragged Islands,	1003	971				971		
Shelburne,	50	63				63		
Sherbrooke,								
Ship Harbor,	25	25			25			
Sydney, (North)								
Sheet Harbor,								
Truro,								
Tusket,	162	127				127		
Wallace,								
Walton,								
Westport,	160	163			54	109		
Weymouth,	158	242				242		
Windsor,								
Yarmouth,								
Totals,	10016	£8149			220	8199		

General

GENERAL STATEMENT OF IMPORTS—*continued.*

FRUIT.							
PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
		£ Sterling					
Advocate,							
Amherst,		44			5	39	
Annapolis,		9				9	
Antigonishe,		6				6	
Arichat,							
Barrington,		11				11	
Bear River,		2				2	
Beaver River,		2				2	
Bridgeport,							
Canso, (Cape)							
Canada Creek,							
Cornwallis,							
Clementsport,							
Digby,		25			14	11	
French Cross,							
Great Bras d'Or,							
Guysborough,							
Halifax,		20351	493	18120	140	1570	28
Hantsport,							
Horton,		37				37	
Joggins,							
Liverpool,		284				284	
Londonderry,		14				14	
Lunenburg,							
Maitland,							
Parrsborough,		10				10	
Pictou,		115	5			110	
Port Medway,		9				9	
Port Hood,							
Pubnico,							
Pugwash,		10				10	
Sherbrooke,							
Ship Harbor,		8			6	2	
Sydney, C. B.		3				3	
Sydney (North)		4				4	
Sheet Harbor,							
Tatamagouche,		5				5	
Thorne's Cove,							
Truro,		5				5	
Tusket,		17				17	
Westport,		2				2	
Wilmot,		18			3	15	
Windsor,		47				47	
Yarmouth,		336				336	
Totals,		£21374	498	18120	168	2560	28

General

GENERAL STATEMENT OF IMPORTS—*continued.*

FURS.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West India.	North America.		
		£ Sterling					
Advocate, Amherst, Annapolis, Antigonishe, Arichat, Barrington, Bear River, Canso, (Cape) Canada Creek, Church Point, Cornwallis, Clementsport, Guysborough, Halifax, Hantsport, Horton, LaHave, Liverpool, Londonderry, Lunenburg, Maitland, Parrsborough, Pictou, Port Medway, Port Hood, Pubnico, Pugwash, Ragged Islands, Shelburne, Sherbrooke, Ship Harbor, Sydney, C. B. Sydney (North) Sheet Harbor, Tatamagouche, Thorne's Cove, Truro, Tusket, Wallace, Walton, Westport, Wilmot, Windsor, Yarmouth,		2759	545	2214			
Totals,		£2759	545	2214			

GENERAL STATEMENT OF IMPORTS—*continued.*

GENEVA AND WHISKEY.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	IMPORTED FROM			
	Packages.	Gallons.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.
				West Indies.	North America.		
Advocate,							
Amherst,		161	26			26	
Annapolis,		12	3			3	
Antigonishe,							
Arichat,							
Barrington,							
Bear River,							
Beaver River,							
Bridgeport,							
Canso, (Cape)							
Canada Creek,							
Church Point,							
Cornwallis,							
Glementsport,							
Digby,							
Guysborough,							
Halifax,	1111		5166	4934			232
Hantsport,							
Horton,							
Joggins,							
LaHave,							
Liverpool,							
Londonderry,							
Lubenburg,							
Maitland,							
Parrsborough,							
Pictou,		649	79	79			
Port Medway,							
Pubnico,							
Pugwash,		90	31			31	
Ragged Islands,							
Ship Harbor,	2		20			20	
Sydney, C. B.							
Sydney, (North)							
Sheet Harbor,							
Tatamagouche,							
Thorne's Cove,							
Truro,							
Tusket,							
Westport,		2	1			1	
Weymouth,							
Wilmot,							
Windsor,		69	8			8	
Yarmouth,							
Totals,	1113	983	£5334	5013		89	232

GENERAL STATEMENT OF IMPORTS—*continued.*

HARDWARE, IRON, &c.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
		£ Sterling		West Indies.	North America.		
Advocate,		102			98	4	
Amherst,		2245			669	1576	
Annapolis,		1854			1227	627	
Antigonishe,		320				320	
Arichat,		317	110		22		185
Baddeck,		98			98		
Barrington,		375				375	
Bear River,		123			67	56	
Beaver River,		10				10	
Canso, (Cape)		6			6		
Canada Creek,		421			215	206	
Church Point,		225			39	186	
Cornwallis,		2003			482	1621	
Clementsport,		195			48	147	
Digby,		1302			911	391	
French Cross,		48			44	4	
Halifax,		101973	87440		531	14002	
Horton,		528				528	
Joggins,		25			25		
LaHave,							
Liverpool,		723		14		709	
Londonderry,		952			320	632	
Lunenburg,		5				5	
Maitland,		317			130	187	
Parrsborough,		158			6	152	
Pictou,		12288	9373		20	2895	
Port Medway,		79				79	
Pubnico,		52				52	
Pugwash,		56				56	
Ragged Islands,		75				75	
Shelburne,		7				7	
Sherbrooke,		182	182				
Ship Harbor,		501			459	42	
Sydney, C. B.		9				9	
Sydney, (North)		3521	3500			21	
Tatamagouche,		53			2	51	
Truro,		1801			429	1372	
Tusket,		113				113	
Walton,		70			70		
Westport,		13			2	11	
Wilmot,		1183			786	397	
Windsor,		2340	657		758	925	
Yarmouth,		2023		7	277	1739	
Totals,		£138791	101262	21	7741	29582	185

GENERAL STATEMENT OF IMPORTS—*continued.*

HATS AND CAPS

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	IMPORTED FROM				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
Advocate,			£ Sterling 6				6	
Amherst,			107				107	
Annapolis,								
Antigonishe,			30				30	
Arichat,								
Baddeck,								
Barrington,								
Bear River,								
Beaver River,								
Bridgeport,								
Canso, (Cape)								
Canada Creek,								
Church Point,								
Cornwallis,								
Clementsport,								
Digby,								
French Cross,								
Halifax,			4558	3202			1356	
Horton,								
Liverpool,			200				200	
Londonderry,			59				59	
Maitland,			30				30	
Parrsborough,								
Pictou,			430	20			410	
Port Medway,								
Pubnico,			15				15	
Pugwash,			7				7	
Ragged Islands,			11				11	
Shelburne,			9				9	
Sherbrooke,								
Ship Harbor,								
Sydney, C. B.								
Sydney (North)								
Sheet Harbor,								
Tatamagouche,								
Truro,								
Tusket,			10				10	
Wallace,								
Walton,								
Westport,								
Weymouth,								
Wilmot,								
Windsor,			214				214	
Yarmouth,			165				165	
Totals,			£5851	3222			2629	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

HERRINGS.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	IMPORTED FROM				
	Boxes	Barrels.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
Advocate,								
Amherst,		39	38		38			
Annapolis,		10	10		10			
Antigonishe,		299	315		315			
Arichat,	120	562	294		282	12		
Barrington,								
Bear River,								
Bridgeport,		78	59		59			
Canso, (Cape)		3745	2124		2124			
Canada Creek,		133	133		133			
Church Point,								
Cornwallis,								
Clementsport,								
Digby,								
French Cross,		7	6		6			
Great Bras d'Or,		658	338		338			
Halifax,	9163	95874	52771		52421	350		
Hantsport,								
Horton,		814	237		179	58		
Joggins,								
LaHave,		194	149		144	5		
Liverpool,		1300	700		409	300		
Londonderry,		14	12		12			
Lunenburg,		62	62		62			
Maitland,								
Pictou,		1450	1329		1329			
Port Medway,								
Port Hood,								
Pubnico,								
Ragged Islands,								
Shelburne,								
Ship Harbor,		695	430		430			
Sydney, C. B.								
Sydney, (North)		320	168		168			
Thorne's Cove,								
Truro,		25	20		20			
Tusket,								
Wallace,								
Walton,								
Westport,								
Weymouth,								
Wilmot,								
Windsor,		8	8		8			
Yarmouth,	567	2250	603		603			
Totals,	9850	108537	£59806		59081	725		

General

GENERAL STATEMENT OF IMPORTS—*continued.*

HIDES AND SKINS.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
		£ Sterling.					
Advocate,							
Amherst,							
Annapolis,		18		18			
Antigonishe,		15			15		
Arichat,							
Baddeck,							
Barrington,							
Bear River,							
Beaver River,							
Bridgeport,							
Canso, (Cape)							
Canada Creek,							
Church Point,							
Cornwallis,							
Clementsport							
Digby,							
Great Bras d'Or,							
Guysborough,							
Halifax,		4948	89	1684	3175		
Hantsport,							
Joggins,							
Lallave,							
Liverpool,		68		68			
Londonderry,							
Lunenburg,							
Parrsborough,							
Pictou,		115			59	56	
Port Hood,							
Pubnico,							
Pugwash,							
Ragged Islands,		21		16		5	
Shelburne,							
Sherbrooke,							
Ship Harbor,							
Sydney, C. B.							
Sydney, (North)							
Sheet Harbour,							
Tatamagouche,							
Truro,							
Tusket,							
Westport,							
Wilmot,							
Windsor,							
Yarmouth,							
Totals,		£5185	89	1786	3249	61	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

LEATHER AND LEATHER MANUFACTURES.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
				West Indies.	North America.		
		£ Sterling					
Advocate,		80				80	
Amherst,		499			52	447	
Annapolis,		206			8	198	
Antigonishe,		195				195	
Baddeck,		78			78		
Barrington,		91				91	
Bear River,		55				55	
Beaver River,		21				21	
Canso, (Cape)		90				90	
Canada Creek,		75				75	
Church Point,		77		32		45	
Cornwallis,		742			26	716	
Clementsport,		52				52	
Digby,		882			141	741	
French Cross,		78				78	
Halifax,		25631	9678		120	15833	
Hantsport,		85				85	
Horton,		242				242	
Joggins,		98				98	
LaHave,							
Liverpool,		594				594	
Londonderry,		694			32	662	
Maitland,		172				172	
Parrsborough,		44				44	
Pictou,		1378	58			1320	
Port Medway,		23				23	
Port Hood,							
Pubnico,		4				4	
Pugwash,		128				128	
Ragged Islands,		84				84	
Shelburne,		54				54	
Ship Harbor,		160			116	44	
Sydney, C. B.		37				37	
Sydney, (North)		8				8	
Tatamagouche,		34				34	
Truro,		528			1	527	
Tusket,		15				15	
Wallace,							
Walton,							
Westport,		52				52	
Weymouth,							
Wilmot,		342			19	323	
Windsor,		651			39	612	
Yarmouth,		769				769	
Totals,		£35048	9736	32	632	24648	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

LARD.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	IMPORTED FROM				
	Packages.	Lbs.		GREAT BRITAIN.	BRITISH COLONIES. West Indies.	North America.	UNITED STATES.	OTHER COUNTRIES.
Advocate,								
Amherst,								
Annapolis,		560	21					21
Antigonishe,								
Arichat,		8176	119					119
Baddeck,								
Barrington,	31		39					39
Bear River,								
Beaver River,	3		6					6
Canso, (Cape)		571	18			18		
Church Point,								
Cornwallis,								
Clementsport,								
Digby,		260	8					8
French Cross,								
Great Bras d'Or,								
Guysborough,								
Halifax,	1521		1436			32	1404	
Hantsport,								
LaHave,								
Liverpool,			30					30
Londonderry,								
Maitland,								
Parrsborough,								
Pictou,								
Port Medway,								
Port Hood,								
Pubnico,	16		17					17
Pugwash,								
Ragged Islands,		3323	97					97
Shelburne,								
Sherbrooke,								
Ship Harbor,	1		2					2
Sydney, C. B.								
Sydney, (North)								
Sheet Harbor,								
Tatamagouche,								
Truro,								
Wallace,								
Westport,		276	6					6
Weymouth,		336	8					8
Wilmot,								
Windsor,			3					3
Yarmouth,	1668	141	108					108
Totals,	1713	15170	£1918			50	1808	

GENERAL STATEMENT OF IMPORTS—*continued.*

LUMBER.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
				West Indies.	North America.		
	M	£ Sterling.					
Advocate,							
Amherst,							
Annapolis,							
Antigonishe,							
Arichat,	204	408			408		
Barrington,							
Bear River,							
Beaver River,							
Bridgeport,							
Canso, (Cape)	6	20			20		
Canada Creek,	28	48			48		
Cornwallis,	520	1390			1390		
Clementsport,	4	8			8		
Digby,	3	6			6		
French Cross,							
Great Bras d'Or,							
Guysborough,	18	54			54		
Halifax,	805	989			989		
Hantsport,							
Horton,	104	130			130		
Joggins,							
Liverpool,							
Londenderry,							
Lunenburg,							
Maitland,							
Parrsborough,							
Pictou,	174	211			211		
Port Medway,							
Port Hood,							
Pubnico,							
Pugwash,							
Sherbrooke,							
Ship Harbor,							
Sydney, C. B.							
Sydney (North)		104			104		
Sheet Harbor,							
Tatamagouche,							
Thorne's Cove,							
Truro,							
Tusket,							
Westport,							
Wilmot,							
Windsor,		405			250	155	
Yarmouth,	90	123			123		
Totals,	1956	£3896			3741	155	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

LIME AND PLAISTER.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	IMPORTED FROM			
	Tons.	Casks		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.
				West Indies.	North America.		
Advocate,							
Amherst,					60		
Annapolis,		237	60				4
Antigonishe,		10	4				40
Arichat,		160	46				
Baddeck,					40		35
Barrington,		482	75				52
Bear River,		349	71		19		
Beaver River,							
Bridgeport,							
Canso, (Cape)					118		
Canada Creek,		495	118				17
Church Point,		89	17				
Cornwallis,		1325	356		356		13
Clementsport,			27		14		
Digby,					1		
French Cross,		63	14				
Great Bras d'Or,							
Halifax,	90	156	194	42	34		118
Hantsport,							
Horton,		507	174		174		
LaHave,		106	20				20
Liverpool,		95	23				23
Londonderry,		129	68		68		
Lunenburg,					26		
Maitland,		83	26		42		2
Parrsborough,		92	44				
Pictou,		708	242		7		235
Port Medway,							
Port Hood,							
Pubnico,		125	23				23
Pugwash,							
Ragged Islands,							
Shelburne,		50	10				10
Ship Harbor,							
Sydney, C. B.							
Sydney, (North)							
Truro,		60	14		14		3
Tusket,		17	3				
Wallace,							
Weymouth,		48	23				5
Wilmot,	80	731	200		200		
Windsor,		328	75		61		14
Yarmouth,	105	870	196		196		
Totals,	275	7315	£2117	42	1461		614

General

GENERAL STATEMENT OF IMPORTS—*continued.*

MOLASSES.								
PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	IMPORTED FROM				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
					West Indies.	North America.		
	Casks.	Gallons	£ Sterling.					
Advocate,	7		73				73	
Amherst,		4420	256			107	149	
Annapolis,	11	6720	387		101	126	160	
Antigonishe,								
Arichat,		279	14				14	
Barrington,	7	7217	332		3		329	
Bear River,		2179	182		121	24	37	
Beaver River,		70	5				5	
Canso, (Cape)		526	17				17	
Canada Creek,	74		331			176	155	
Church Point,		3520	249		184		65	
Cornwallis,	111		595			160	435	
Clementsport,		1575	98			61	37	
Digby,		6469	401		41	297	63	
French Cross,		347	24			24		
Great Bras d'Or,		82	8			8		
Halifax,	14416		76631		600	22	1812 74197	
Hantsport,	2	15	17				17	
Horton,		2560	164			35	129	
Joggins,		1227	69				69	
LaHave,								
Liverpool,		8482	664		456		160 48	
Londonderry,		7025	349			163	186	
Lunenburg,		245	25				25	
Maitland,		1321	77				77	
Parrsborough,	16		102			44	58	
Pictou,		1230	63				63	
Port Medway,		6397	335		310		25	
Pubnico,		1050	59				59	
Ragged Islands,		12265	909		909			
Shelburne,								
Ship Harbor,	23		206			196	10	
Sydney, C. B.								
Sydney, (North)	1		6				6	
Thorne's Cove,		990	63				63	
Truro,		1078	66			3	63	
Tusket,		1606	75		18		57	
Wallace,	2		17			17		
Walton,		100	6				6	
Westport,		1916	125			69	56	
Weymouth,		2305	150		150			
Wilmot,		8999	712			464	248	
Windsor,	8	4323	262		215		47	
Yarmouth,		75854	3639		2058	37	629 915	
Totals,	14678	249023	£87763		5166	2033	5404 75160	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

OAKUM.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	IMPORTED FROM				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
	Bundles.	Cwt.	£ Sterling.					
Advocate,								
Amherst,								
Annapolis,		15	21			21		
Antigonishe,								
Baddeck,		12	15			15		
Barrington,								
Bear River,		2	3			3		
Beaver River,		12	18				18	
Canso, (Cape)								
Canada Creek,								
Church Point,		18	20				20	
Cornwallis,		8	10			10		
Clementsport,		1	2			2		
Digby,		18	19			4	15	
French Cross,								
Great Bras d'Or,								
Guysborough,								
Halifax,	1659		912	501		119	292	
Horton,								
Joggins,								
LaHave,								
Liverpool,		8	15				15	
Londonderry,		3	1				1	
Lunenburg,								
Maitland,		5	6			6		
Parrsborough,		3	4				4	
Pictou,		134	187			50	137	
Pubnico,								
Ragged Islands,								
Shelburne,								
Sherbrooke,								
Ship Harbor,								
Sydney, C. B.								
Sydney, (North)								
Tatamagouche,								
Thorne's Cove,								
Truro,								
Tusket,		12	14				14	
Walton,								
Westport,								
Weymouth,								
Wilmot,								
Windsor,								
Yarmouth,		20	43				43	
Totals,	1659	271	£1290	501		230	559	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

OIL, (SEAL AND FISH).

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	IMPORTED FROM				
	Casks.	Gallons.		GREAT BRITAIN.	BRITISH COLONIES. West Indies. North America.		UNITED STATES.	OTHER COUNTRY'S.
Advocate,								
Amherst,		450	69			66		3
Annapolis,		24	11			6		5
Antigonishe,								
Barrington,			15					15
Bear River,	2		8			4		4
Beaver River,			7					7
Canso, (Cape)		1920	180			180		
Canada Creek,								
Church Point,			26			25		1
Cornwallis,	5		70			70		
Clementsport,								
Digby,		86	12			12		
Halifax,	4456		18288	4545	386	12416	939	2
Hantsport,								
Horton,	1		6			6		
Joggins,		180	24			24		
LaHave,								
Liverpool,		170	44					44
Londonderry,		128	18					18
Lunenburg,								
Maitland,		44	15					15
Parrsborough,			16			2		14
Pictou,		2112	304	181		30		93
Port Medway,								
Port Hood,								
Pubnico,								
Pugwash,								
Ragged Islands,								
Shelburne,								
Sherbrooke,								
Ship Harbor,	6		22			22		
Sydney, C. B.								
Sydney (North	7		14					14
Sheet Harbor,								
Tatamagouche,	1		4			4		
Thorne's Cove,								
Truro,								
Tusket,								
Wallace,								
Westport,								
Wilmot,	4		32			32		
Windsor,	8		54			52		2
Yarmouth,		858	108					108
Totals,	4490	5972	£19347	4726	386	12951	1282	2

General

GENERAL STATEMENT OF IMPORTS—*continued.*

OATS AND BARLEY.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
	Bushels.	£ Sterling.					
Advocate,							
Amherst,							
Annapolis,							
Antigonishe,							
Arichat,	1000	75			75		
Baddeck,							
Barrington,	2865	397			390	7	
Bear River,							
Beaver River,							
Canso, (Cape)	316	21			21		
Canada Creek,							
Church Point,							
Cornwallis,							
Clementsport,							
Digby,							
French Cross,							
Great Bras d'Or,							
Halifax,	119697	10549	104		9815	630	
Horton,	350	35			35		
Liverpool,							
Londonderry,							
Maitland,							
Parrsborough,							
Pictou,	23578	2260	5		1726	529	
Port Medway,							
Pubnico,							
Ragged Islands,							
Shelburne,							
Sherbrooke,							
Ship Harbor,							
Sydney, C. B.							
Sydney, (North)							
Sheet Harbor,	350	44			44		
Tatamagouche,	550	59			59		
Thorne's Cove,							
Truro,							
Tusket,							
Wallace,							
Walton,							
Westport,							
Weymouth,	124	15				15	
Wilmot,							
Windsor,	1700	183			125	58	
Yarmouth,	100	10			10		
Totals,	150630	£13648	109		12300	1239	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

PORK AND HAMS.							
PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTR'S.
				West Indies.	North America.		
	Barrels.	£ Sterling.					
Advocate,							
Amherst,	5	18					18
Annapolis,	18	73					73
Antigonishe,							
Arichat,	131	393					393
Baddeck,							
Barrington,	117	431					431
Bear River,	7	32					32
Beaver River,	11	41					41
Canso, (Cape)	21	73			28		45
Church Point,	23	84					84
Clementsport,	4	14					14
Digby,	18	61			20		41
Halifax,	3049	10947			698		10249
Hantsport,							
Horton,							
Joggins,	10	40					40
LaHave,							
Liverpool,	73	293					293
Londonderry,							
Lunenburg,							
Maitland,							
Parrsborough,							
Pictou,	17	72			46		26
Port Medway,	21	105					105
Port Hood,							
Pubnico,	73	289					289
Pugwash,							
Ragged Islands,	58	256					256
Shelburne,	5	20					20
Sherbrooke,	2	5					5
Ship Harbor,	12	48			48		
Sydney, C. B.							
Sydney, (North)	30	120					120
Sheet Harbor,							
Tatamagouche,							
Truro,							
Tusket,	12	66					66
Wallace,							
Westport,	45	176			12		164
Weymouth,	15	60					60
Wilmot,							
Windsor,	8	25					25
Yarmouth,	210	827					827
Totals,	3995	£14569			852		13717

General

GENERAL STATEMENT OF IMPORTS—*continued.*

PAPER MANUFACTURES, BOOKS AND STATIONERY.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
				West Indies.	North America.		
		£ Sterling.					
Advocate,							
Amherst,		135			66	69	
Annapolis,		310			220	90	
Antigonishe,		77				77	
Baddeck,							
Barrington,		1				1	
Bear River,		4				4	
Beaver River,							
Canso, (Cape)							
Canada Creek,							
Church Point,							
Cornwallis,		15				15	
Clementsport,							
Digby,		110			110		
French Cross,							
Halifax,		16872	8043		585	8244	
Hantsport,							
Horton,		188				188	
Joggins,							
LaHave,							
Liverpool,		86				86	
Londonderry,		28				28	
Maitland,		3				3	
Parrsborough,		2				2	
Pictou,		1532	909		85	538	
Port Medway,							
Port Hood,							
Pubnico,		5				5	
Pugwash,							
Ragged Islands,		2				2	
Shelburne,		4				4	
Ship Harbor,							
Sydney, C. B.		1				1	
Sydney, (North)							
Tatamagouche,							
Truro,		94				94	
Tusket,		8				8	
Wallace,							
Walton,							
Westport,							
Weymouth,							
Wilmot,							
Windsor,		119	9		39	71	
Yarmouth,		274				274	
Totals,		£19870	8961		1105	9804	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

POTATOES AND VEGETABLES.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.		IMPORTED FROM				
					GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
						West Indies.	North America.		
	Bushels.	£ Sterling.							
Advocate,									
Amherst,									
Annapolis,									
Antigonishe,									
Arichat,	6700	410				410			
Baddeck,									
Barrington,	1783	120				120			
Bear River,									
Beaver River,									
Bridgeport,									
Canso, (Cape)	6120	383				383			
Canada Creek,									
Church Point,									
Cornwallis,									
Clementsport									
Digby,									
Great Bras d'Or,									
Guysborough,									
Halifax,	75973	5652		140	4598		914		
Hantsport,									
Joggins,									
Lallave,								20	
Liverpool,	104	20						1	
Londonderry,	10	1							
Lunenburg,									
Parrsborough,									
Pictou,	3010	219				219			
Port Hood,									
Pubnico,	12	2						2	
Pugwash,									
Ragged Islands,									
Shelburne,									
Sherbrooke,									
Ship Harbor,									
Sydney, C. B.								26	
Sydney, (North)	159	26							
Sheet Harbour,	950	106				106			
Tatamagouche,									
Truro,									
Tusket,									
Westport,									
Wilmot,									
Windsor,									
Yarmouth,		80				50		30	
Totals,	94821	£7019		140	5886		993		

General

GENERAL STATEMENT OF IMPORTS—*continued.*

		RICE						
PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	IMPORTED FROM				
	Packages	Cwt.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
					West Indies.	North America.		
Advocate,		23	23			6	17	
Amherst,		12	10				10	
Annapolis,								
Antigonishe,		69	69				69	
Arichat,								
Baddeck,								
Barrington,		68	99				99	
Beaver River,	3		18				18	
Canso, (Cape)	2		10				10	
Canada Creek,	10		40				40	
Church Point,		33	34				34	
Cornwallis,								
Clementsport,		4	5				5	
Digby,		11	8				8	
Great Bras d'Or,								
Guysborough,								
Halifax,	1957		2962	1897		96	969	
Horton,		20	24				24	
LaHave,								
Liverpool,		61	68				68	
Londonderry,		10	8				8	
Maitland,								
Parrsborough,	2		7				7	
Pictou,		16	16				16	
Port Medway,	1		8				8	
Port Hood,								
Pubnico,		28	31				31	
Pugwash,	16							
Ragged Islands,	4	58	79				79	
Shelburne,								
Sherbrooke,								
Ship Harbor,	3		15			13	2	
Sydney, C. B.								
Sydney, (North)								
Sheet Harbor,								
Tatamagouche,								
Truro,			14			4	10	
Tusket,		35	33				33	
Wallace,								
Westport,		14	13				13	
Weymouth,	6	4	26				26	
Wilmot,		37	32				32	
Windsor,	9		14				14	
Yarmouth,		234	295				295	
Totals,	1997	737	£3961	1897		119	1945	

GENERAL STATEMENT OF IMPORTS—*continued.*

RUM.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling	IMPORTED FROM			
	Casks	Gallons.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.
				West Indies.	North America.		
Advocate,							
Amherst,		372	53			53	
Annapolis,	9	10	99		81	18	
Antigonishe,							12
Arichat,		121	12				
Baddeck,							
Barrington,							
Bear River,							
Beaver River,							
Canso, (Cape)		414	41				41
Canada Creek,							
Church Point,		100	23		23		
Cornwallis,	2		45				45
Clementsport,							
Digby,							
French Cross,		302	42				42
Great Bras d'Or,		92	14			14	
Halifax,	410		6664	459	1736	53	3508
Horton,							
Joggins,		15	3			3	
Lahave,							
Liverpool,							
Londonderry,							
Lunenburg,							
Maitland,							
Parrsborough,							
Pictou,							
Port Medway,							
Port Hood,							
Pubnico,							
Ragged Islands,							
Shelburne,							
Sherbrooke,							
Ship Harbor,	5		123			123	
Sydney, C. B.							
Sydney, (North)							
Tatamagouche,							
Truro,							
Walton,							
Westport,		13	4			4	
Weymouth,		55	12		12		
Wilmot,		21	4			4	
Windsor,		96	12			12	
Yarmouth,							
Totals,	426	1611	£7151	459	1852	284	3648
							908

GENERAL STATEMENT OF IMPORTS—*continued.*

SALT.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
	Bushels	£ Sterling.		West Indies.	North America.		
Advocate,	50	8			8		
Amherst,	2208	104			104		
Annapolis,	4582	175		32	143		
Antigonishe,	800	51			51		
Arichat,		1425	700		50		675
Baddeck,							
Barrington,	8800	214		143	66	5	
Bear River,	390	19			18	1	
Beaver River,	60	1				1	
Bridgeport,							
Canso, (Cape)	5600	222	75		147		
Canada Creek,	3867	199			199		
Church Point,	861	37		10		27	
Cornwallis,	5250	142			142		
Clementsport,	1568	93			93		
Digby,	3472	174			174		
French Cross,	322	16			16		
Great Bras d'Or,	2120	133			133		
Halifax,	561183	12757	8756	1669	367	562	1403
Horton,	576	44			11	33	
Liverpool,	12572	489		382		107	
Londonderry,	3200	154			154		
Maitland,	2121	119			119		
Parrsborough,	612	33			31	2	
Pictou,	19625	329	205		124		
Port Hood,	160	8			8		
Pubnico,	4184	105		105			
Ragged Islands,	28000	883		883			
Shelburne,	4258	169		166		3	
Sherbrooke,	7200	56	56				
Ship Harbor,	16904	1009			975	34	
Sydney, C. B.							
Sydney (North)							
Sheet Harbor,							
Tatamagouche,	270	22			15	7	
Thorne's Cove,	90	7			7		
Truro,	2052	106			106		
Tusket,	5800	160		150		10	
Wallace,							
Westport,	12384	351		50	295	6	
Weymouth,	1480	70		64	6		
Wilmot,	3771	341			341		
Windsor,	1824	48			47	1	
Yarmouth,	21743	783		395	225	90	73
Totals,	749905	£21048	9792	4049	4167	889	2151

General

GENERAL STATEMENT OF IMPORTS—*continued.*

SCALE FISH.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	IMPORTED FROM				
	Packages.	Cwt.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.			
Advocate,								
Amherst,								
Annapolis,								
Antigonishe,								
Arichat,								
Baddeck,								
Barrington,								
Bear River,								
Beaver River,								
Bridgeport,								
Canso, (Cape)								
Canada Creek,								
Church Point,								
Cornwallis,								
Clementsport,								
Digby,								
French Cross,								
Great Bras d'Or,								
Halifax,	278		523			45	478	
Hantsport,								
Horton,		88	42				42	
LaHave,								
Liverpool,								
Londonderry,								
Lunenburg,								
Maitland,								
Parrsborough,								
Pictou,								
Port Medway,								
Port Hood,								
Pubnico,								
Pugwash,								
Ragged Islands,								
Shelburne,								
Ship Harbor,								
Sydney, C. B.								
Sydney, (North)								
Truro,								
Tusket,								
Wallace,								
Weymouth,								
Wilmot,								
Windsor,								
Yarmouth,								
Totals,	287	88	£565			45	520	

GENERAL STATEMENT OF IMPORTS—*continued.*

SALMON.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
	Barrels.	£ Sterling.					
Advocate, Amherst, Annapolis, Antigonishe, Arichat, Barrington, Bear River, Beaver River, Bridgeport, Canso, (Cape) Canada Creek, Cornwallis, Clementsport, Digby, French Cross, Great Bras d'Or, Guysborough, Halifax, Hantsport, Horton, Joggins, Liverpool, Londonderry, Lunenburg, Maitland, Parrsborough, Pictou, Port Medway, Port Hood, Pubnico, Pugwash, Sherbrooke, Ship Harbor, Sydney, C. B. Sydney (North) Sheet Harbor, Tatamagouche, Thorne's Cove, Truro, Tusket, Westport, Wilmot, Windsor, Yarmouth,	50	175			175		
	4123	14329			14329		
Totals,	4173	£14504			14504		

General

GENERAL STATEMENT OF IMPORTS—*continued.*

SHINGLES, STAVES AND LATHS.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
		£ Sterling.		West Indies.	North America.		
Advocate,							
Amherst,							
Annapolis,							
Antigonishe,							
Arichat,							
Barrington,		42			27		15
Bear River,		37			22		15
Bridgeport,							
Canso, (Cape)							
Canada Creek,		22			22		
Church Point,							
Cornwallis,		565			565		
Clementsport,		7			7		
Digby,		16			16		
French Cross,							
Great Bras d'Or,							
Halifax,		3732			3500		232
Hantsport,							
Horton,							
Joggins,							
Lallave,							
Liverpool,							
Londonderry,		12			12		
Lunenburg,							
Maitland,		41			41		
Pictou,		326			326		
Port Medway,							
Port Hood,							
Pubnico,		2					2
Ragged Islands,							
Shelburne,							
Ship Harbor,							
Sydney, C. B.							
Sydney, (North)							
Sheet Harbor,		20			20		
Thorne's Cove,							
Truro,							
Tusket,							
Wallace,							
Walton,							
Westport,							
Wilmot,							
Windsor,							
Yarmouth,		79			79		
Totals,		£4901			4637		264

Genera

GENERAL STATEMENT OF IMPORTS—*continued.*

SOAP.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	IMPORTED FROM				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
					West Indies.	North America.		
	Boxes.	Lbs	£ Sterling.					
Advocate,								
Amherst,		2912	38			15	23	
Annapolis,		2271	32			18	14	
Antigonishe,								
Arichat,								
Baddeck,	46		20			20		
Barrington,	3		4				4	
Bear River,	3	930	16				16	
Beaver River,	3		2				2	
Canso, (Cape)		1280	12			7	5	
Canada Creek,								
Church Point,	2		2				2	
Cornwallis,								
Clementsport,			10			4	6	
Digby,		2688	42			19	23	
Guysborough,	15		8			8		
Halifax,	3272		4843	4501		92	250	
Hantsport,								
Joggins,								
Liverpool,		1120	17				17	
Londonderry,		2128	20				20	
Lunenburg,								
Maitland,	9	336	13				13	
Parrsborough,	5		3				3	
Pictou,		9968	193	181			12	
Pugwash,	3	183	2				2	
Ragged Islands,								
Shelburne,								
Sherbrooke,								
Ship Harbor,	12		10			8	2	
Sydney, C. B.								
Sydney, (North)	9		9				9	
Sheet Harbor,								
Tatamagouche,		374	4				4	
Thorne's Cove,								
Truro,								
Tusket,								
Wallace,								
Walton,								
Westport,								
Weymouth,								
Wilmot,								
Windsor,	45		46			15	31	
Yarmouth,	40	5040	156				156	
Totals,	3461	29230	£5502	4682		206	614	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

		SUGAR.						
PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	IMPORTED FROM				OTHER COUNTRY'S.
	Casks.	Cwt.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	
				West Indies.	North America.			
Advocate,	2	2	12				12	
Amherst,		279	440			306	134	
Annapolis,		49	63		29	7	27	
Antigonishe,	1		6				6	
Arichat,		14	28				28	
Barrington,		21	32				32	
Bear River,		24	48		45		3	
Beaver River,		1	1				1	
Canada Creek,	1		3				3	
Church Point,		77	121		115		6	
Cornwallis,	13	38	278			12	266	
Clementsport,		7	13		6	2	11	
Digby,		134	249			185	58	
French Cross,		15	32			24	8	
Halifax,	6265		66917	3141	1274		2852	
Hantsport,		2	5				5	
Horton,		18	36				36	
Joggins,		8	14			14		
Lallave,								
Liverpool,		341	702		602		70	
Londonderry,		108	176			114	62	
Lunenburg,								
Maitland,		3	6				6	
Parrsborough,			5			1	4	
Pictou,		128	277	50		9	218	
Port Medway,		16	25		25			
Port Hood,								
Pubnico,								
Pugwash,		13	30			1	29	
Ragged Islands,		31	47		47			
Shelburne,		4	8		8			
Sherbrooke,		5	8				8	
Ship Harbor,	12		90			85	5	
Sydney, C. B.								
Sheet Harbor,								
Tatamagouche,								
Thorne's Cove,								
Truro,		8	18				18	
Tusket,		11	11		9		2	
Westport,		4	7				7	
Weymouth,		10	12		10		2	
Wilmot,		102	189			145	44	
Windsor,		23	51			9	42	
Yarmouth,		1868	1830		746		415	
Totals,	6294	3364	£71790	3191	2916	914	4423	

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General

GENERAL STATEMENT OF IMPORTS—*continued.*

TEA.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling	IMPORTED FROM			
	Packages.	Lbs.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.
				West Indies.	North America.		
Advocate,		520	40			40	
Amherst,		5912	425		134	291	
Annapolis,		1975	146		61	85	
Antigonishe,	8		49			49	
Arichat,		481	24			24	
Baddeck,		4346	451		451		
Barrington,		2144	147			147	
Bear River,		1037	63			63	
Beaver River,		55	5			5	
Canso, (Cape)		1033	83			83	
Canada Creek,	23		75		8	67	
Church Point,		443	36			36	
Cornwallis,	71		404		5	399	
Clementsport,		1238	90		5	85	
Digby,		4133	323		197	126	
French Cross,		689	48		20	28	
Great Bras d'Or,		469	47		47		
Halifax,	12286		48957	30245	20	18432	260
Hantsport,	4	80	18			18	
Horton,		930	63			63	
Joggins,		784	56		30	26	
Liverpool,		3647	398			398	
Londonderry,		7756	466			466	
Maitland,		367	27			27	
Parrsborough,	17		69			69	
Pictou,		60070	3620	2204	254	1162	
Port Medway,		157	13			13	
Pubnico,		205	15			15	
Pugwash,		2355	147			147	
Shelburne,	1		4			4	
Sherbrooke,	4	378	46	46			
Ship Harbor,	71		434		423	11	
Sydney, C. B.	1		3			3	
Tatamagouche,		555	27			27	
Thorne's Cove,							
Truro,		1361	95			95	
Tusket,		956	63			63	
Wallace,							
Walton,							
Westport,		747	69			69	
Weymouth,		468	39			39	
Wilmot,		5395	394		176	218	
Windsor,	12	1494	170		6	164	
Yarmouth,		16560	1121		2	1088	31
Totals,	12498	128740	£58770	32495	1839	24145	291

GENERAL STATEMENT OF IMPORTS—*continued.*

TOBACCO.							
PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	IMPORTED FROM			
	Packages.	Lbs.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.
			£ Sterling.	West Indies.	North America.		
Advocate,		108	7				7
Amherst,		3375	180			48	132
Annapolis,		2405	121			45	76
Antigonishe,	1		5				5
Arichat,		1254	60				60
Baddeck,		1749	72			72	
Barrington,		2748	118				118
Bear River,		462	26				26
Beaver River,		194	13				13
Canso, (Cape)		2434	78			1	77
Canada Creek,	12		60				60
Church Point,		783	39				39
Cornwallis,	48		238			3	235
Clementsport,		769	38				38
Digby,		2985	193			73	120
French Cross,		627	32				32
Great Bras d'Or,		517	39			39	
Halifax,	4736		23892	104		60	23329
Hantsport,	4	80	25				25
Horton,		216	95				95
Joggins,		214	44				44
Liverpool,		5959	399				399
Londonderry,		5903	277			4	273
Lunenburg,		115	4				4
Maitland,		1188	57				57
Parrsborough,	9		57				57
Pictou,		46502	1020				1020
Port Medway,		292	21				21
Pubnico,		274	12				12
Pugwash,	16		44				44
Ragged Islands,							
Shelburne,	4		19				19
Sherbrooke,							
Ship Harbor,	51		256			242	14
Sydney, C. B.	1		2				2
Sydney, (North)	12		73				73
Tatamagouche,		229	10				10
Truro,		2717	143				143
Tusket,		914	53				53
Westport,		533	38				38
Weymouth,		600	41				41
Wilmot,		3367	229			70	159
Windsor,	12	1696	136				136
Yarmouth,		13627	693				693
Totals,	4906	107001	£28959	104		657	27799

GENERAL STATEMENT OF IMPORTS—*continued.*

WINE.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
	Packages.	£ Sterling.					
Advocate, Amherst, Annapolis, Antigonishe, Arichat, Baddeck, Barrington, Bear River, Beaver River, Bridgeport, Canso, (Cape) Canada Creek, Church Point, Cornwallis, Clementsport Digby, Great Bras d'Or, Guysborough, Halifax, Hantsport, Joggins, Lallave, Liverpool, Londonderry, Lunenburg, Parrsborough, Pictou, Port Hood, Pubnico, Pugwash, Ragged Islands, Shelburne, Sherbrooke, Ship Harbor, Sydney, C. B. Sydney, (North) Sheet Harbour, Tatamagouche, Truro, Tusket, Westport, Wilmot, Windsor, Yarmouth,	958	12657	3602	7101	967	987	
Totals,	958	£12657	3602	7101	967	987	

General

GENERAL STATEMENT OF IMPORTS—*continued.*

WOODWARE AND AGRICULTURAL IMPLEMENTS.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTR'S.
				West Indies.	North America.		
		£ Sterling.					
Advocate,		3				3	
Amherst,		135			3	132	
Annapolis,		123			9	114	
Antigonishe,		104				104	
Arichat,		437			437		
Baddeck,		7			7		
Barrington,		77			1	76	
Bear River,		24			22	2	
Beaver River,		7				7	
Canso, (Cape)		8			6	2	
Canada Creek,		340			46	294	
Church Point,		92				92	
Cornwallis,		890				890	
Clementsport,		26				26	
Digby,		64			64		
French Cross,							
Halifax,		5352	709			4643	
Hantsport,							
Horton,		595			308	287	
Joggins,							
LaHave,							
Liverpool,		276				276	
Londonderry,		164			27	137	
Lunenburg,							
Maitland,		183			52	131	
Parrsborough,		89				89	
Pictou,		904			585	319	
Port Hood,							
Pubnico,		84				84	
Ragged Islands,		7				7	
Shelburne,		21		4		17	
Sherbrooke,		2				2	
Ship Harbor,		23			20	3	
Sydney, C. B.		67				67	
Sydney, (North)		62				62	
Tatamagouche,		37				37	
Truro,		315			15	300	
Tusket,		34				34	
Walton,							
Westport,		19			19		
Weymouth,		4				4	
Wilmot,		81			33	48	
Windsor,		480			403	77	
Yarmouth,		744			261	483	
Totals,		£11889	709	4	2318	8849	

GENERAL STATEMENT OF IMPORTS—*continued.*

MISCELLANEOUS.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
				West Indies.	North America.		
		£ Sterling.					
Amherst,		483			231	252	
Annapolis,		186			103	83	
Antigonishe,		103				103	
Arichat,		948	140		25	545	238
Barrington,		219				219	
Bear River,		107		1	10	96	
Beaver River,		55				55	
Canso, (Cape)		37	2		12	23	
Canada Creek,		874			300	574	
Church Point,		83		5	38	40	
Cornwallis,		1488			155	1333	
Clementsport,		101			34	67	
Digby,		1125			544	581	
French Cross,		7			7		
Guysborough,		8			8		
Halifax,		41993	20234	1965	2100	17499	195
Hantsport,		55				55	
Horton,		600			62	538	
Joggins,		230			25	205	
LaHave,		388				388	
Liverpool,		1043		17	16	1010	
Londonderry,		60			26	34	
Lunenburg,		23				23	
Maitland,		96			17	79	
Parrsborough,		157			17	140	
Pictou,		2816	837		416	1513	
Port Medway,		642			65	577	
Port Hood,		15				15	
Pubnico,		175				175	
Pugwash,		138			80	58	
Ragged Islands,		52		25		27	
Shelburne,		10				10	
Sherbrooke,		4	3			1	
Ship Harbor,		2689			2535	154	
Sydney, C. B.		84				84	
Sydney, (North)		135			6	129	
Tatamagouche,		8			2	6	
Thorne's Cove,		401			213	188	
Truro,		486			103	383	
Tusket,		48				48	
Walton,		85				85	
Westport,		168			62	106	
Weymouth,		111			61	50	
Wilnot,		271			17	254	
Windsor,		1476	87		499	890	
Yarmouth,		3778	255	29	91	3320	83
Totals,		£64046	21608	2042	7880	32000	516

General

GENERAL STATEMENT OF IMPORTS,

Shewing the value of merchandise entered at each port in Nova Scotia during twelve months ended 30th September, 1858, and indicating from what country imported.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE. £ Sterling.	IMPORTED FROM				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
Advocate,		1818			413	1405	
Amherst,		12306			6673	5633	
Annapolis,		12777		261	6412	6104	
Antigonishe,		2047			573	1474	
Arichat,		12811	1950		1805	6793	2263
Baddeck,		961			961		
Barrington,		10731		146	668	9917	
Bear River,		3529		167	1157	2205	
Beaver River,		1032				1032	
Bridgeport,		59			59		
Canso, (Cape)		9431	77		8324	1030	
Canada Creek,		9853			3851	6002	
Church Point,		5994		369	592	5033	
Cornwallis,		19457			5209	14248	
Clementsport,		2724			900	1804	
Digby,		13300		47	7619	5634	
French Cross,		1786			630	1156	
Great Bras d'Or,		768			768		
Guysborough,		825			825		
Halifax,		1247726	495516	38866	215203	360987	137154
Hantsport,		416				416	
Horton,		7466			1045	6421	
Joggins,		1973			323	1650	

LaHave,	758				144	614	
Liverpool,	16865		3	1539	3684	11555	84
Londonderry,	11743				1902	9841	
Lunenburg,	193				62	131	
Maitland,	6286				471	5815	
Parrsborough,	3908				614	3294	
Pictou,	53342		27390	335	8127	17825	
Port Medway,	4388				65	3988	
Port Hood,	331				13	318	
Pubnico,	5012			105		4907	
Pugwash,	784				190	4907	
Ragged Islands,	6208			1915		594	
Shelburne,	1058			178		4293	
Sherbrooke,	328		287			880	
Ship Harbor,	10764				10265	41	
Sydney, C. B.	1450		3500		900	499	
Sydney, (North)	8777				1961	550	
Sheet Harbor,	170				170	3316	
Tatamagouche,	355				82	273	
Thorne's Cove,	1779				280	1499	
Truro,	7647			177	1158	6489	
Tusket,	4950				17	4773	
Wallace,	20				70	3	
Walton,	1500			53	1316	1430	
Westport,	4107			236	1002	2741	
Weymouth,	5908				9024	4670	
Wilnot,	15568				3366	6544	
Windsor,	16815		753	215	3366	12481	
Yarmouth,	44314		255	3235	3669	35367	1788
Totals,	£1615118		529731	47841	312582	583675	141289

Abstract

Financial secretary's office, 30th September, 1858.

JOHN J. MARSHALL, Financial secretary.

Abstract of the principal articles of British and Foreign merchandise imported into the province of Nova Scotia during twelve months ended 30th September, 1858, shewing the value of each article, and from what country imported.

ARTICLES.	TOTAL QUANTITY.	TOTAL VALUE	IMPORTED FROM				OTHER COUNTRIES.
			GREAT BRITAIN	BRITISH COLONIES. North America.	West Indies.	UNITED STATES.	
Ale and Porter,		£ Sterling					
Arms and Ammunition,		2508	2097	71		340	
Apples,	1625 pks.	5203	4994	82		127	
Beef,	2008 bls.	1130		18		1112	
Brandy,	1531 bls.	3424		6		3418	
Bread,	809 pks.	6408	5777	531		100	150
Burning Fluid,	7101 pks.	6079	180	123		5626	
Butter,	1460 pks.	3830	1	29		3801	
Bricks,	2245 pks.	3144	70	1036		2107	
Cabinet Wares,	492 m.	604	366	108	30	426	
Candles,	17182 lbs.	5872	255	47		5467	
Coffee,	19675 lbs.	1044	41	13	3358	742	135
Cheese,	670 lbs.	5651	114	6		2104	
Clocks,	10528 lbs.	664	1920	20		544	
Corn and Wheat,	81058 bus.	3290		3341		1350	
Corn Meal and Out Meal,	35325 bls.	17157	50	2720		13816	
China and Earthenware,		26922	7152	1553		24152	
Codfish,	143466 cut.	10559		88366	38	1854	815
Cordage,		90152	31143	996		9426	
Cotton Manufactures,		41573	242345	18812	758	22672	200
Drugs and Apothecaries' Ware,		281644	4753	177		7276	
Fishing Tackle,		12964	15272	93		747	
FLOUR, (Wheat)	279995 bls.	16312		35972		264247	28
FLOUR, (Rye)	10016 bls.	300219		220	18120	8199	
Fruit,		8419	498	168		2560	
Furs,		21374	545	2214			
		2759					

Geneva and Whiskey,	948 pks.	1113	5834	5013	89	232	185
Hardware and Cutlery,			138791	101262	7741	29582	
Hats and Caps,			5851	3222		2629	
Herrings,	9850 bls.	108537	59806	89	59081	725	
Hides and Skins,			5185		3249	61	
Linen and Woolen Man'fcs.			35048	9730	632	24648	
Leather and Leather Man.	275 cks.	7315	2117		1461	614	
Lime and Plaster,	1713 lbs.	15170	1918		50	1868	
Lard,	m.	1956	3896		3741	155	
Lumber,	bls.	3539	6027		5943	84	
Mackerel,	14078 gls.	249023	87763	501	2033	5404	75160
Molasses,	271 bbls.	1659	1290	4726	230	559	2
Oakum,		5972	19347		12951	1282	
Oil, (Seal and Fish)			13648	109	12300	1239	
Oil, (other kinds)		150630	19870	8961	1105	9804	
Oats and Barley,			14569		852	13717	
Paper Man. Books & St'y.		3995	7019		5886	993	
Paint,	bus.	94821	3961	1897	119	1945	
Pork and Hams,	737 pks.	1997	7151	459	284	3648	908
Potatoes and Vegetables,	426 gls.	1611	21048	9792	4167	889	2151
Rice,	bus.	749905	565		45	520	
Rum,	88 pks.	287	14504		14504		
Salt,	bls.	4173	4901		4637	264	
Seale Fish, &c.			5502	4682	206	614	
Salmon,	3461 lbs.	29230	71790	3191	914	4420	60349
Shingles,	3364 pks.	6924	58770	32915	1839	24145	291
Soap,	12498 lbs.	128740	28959	104	657	27799	399
Sugar,	4906 lbs.	106944	12657	3002	967	987	
Tea,	pks.	957	11889	709	2318	8849	
Tobacco,			34046	21608	7880	32000	516
Wine,							
Wood Ware & Ag Implements,							
Miscellaneous,							
Totals,		£1615118	529731	47841	312582	583675	141289

Financial secretary's office, 30th Sept. 1858.

JOHN J. MARSHALL, Financial secretary.

Statement of imports into the port of Halifax during the twelve months ended 30th September, 1858, shewing the quantity and value of each article, and indicating from what country imported.

ARTICLES.	TOTAL QUANTITY.	TOTAL VALUE. £ Sterling.	IMPORTED FROM					
			GREAT BRITAIN.	BRITISH COLONIES. North America.	West Indies.	UNITED STATES.	OTHER COUNTRIES.	
Ale and Porter,	pks. 1556	2380	2071				309	
Arms and Ammunition,		2603	2603					
Apples,	pks. 543	525		6			519	
Beef,	do. 1443	3166		6			3160	
Brandy,	do. 725	5979	5524	355			100	
Bread,	do. 5688	4770	180	1			4589	
Burning Fluid,	do. 751	2939		760			2939	
Butter,	do. 2178	2800	1				2039	
Bricks,		186	40	7			139	
Cabinet Wares,		2156	366		30		1760	
Candles,	bars. 277	461	253				208	
Coffee,	pks. 1558	5075	38		3323		1602	112
Cheese,	do. 670	448	114				334	
Clocks,		2998	1920				1078	
Corn and Wheat,	bus. 76000	15518					12227	
Cornmeal and Oatmeal,	do. 13613	10569	50				9693	
China and Earthenware,		7378	6309				1069	
Codfish,	cwt. 138873	87364		85580			1784	
Cordage,		36735	29328	303		38	7066	
Cotton Manufactures,		246070	234031	533		758	11506	
Drugs & Apothecaries' Ware,		9921	4481	15			4667	
Fishing Tackle,		15577	14985				592	
Flour, (Wheat)	bls. 163797	164373		8579			155794	
Flour, (Rye)	bls. 7687	6047	493				6047	
Fruit,		20351	493		18120		1570	28
Furs,		2759	545					

Geneva and Whiskey,	pks. 1111	5166	4934					232
Hardware and Cutlery,		101973	87440	531				14002
Hats and Caps,		4558	3202					1356
Herrings,	pks. 105037	52771	89	52421	1684		350	
Hides and Skins,		4948		3175	42			118
Lime, &c.		194		34				
Linen and Woollen Manufacture,		25631	9078	120				15833
Leather & Leather Manufacture,		1436		32				1404
Lard,	pks. 1521	989		989				80
Lumber,	bls. 3062	5133		5403				
Mackerel,	pks. 14416	76631		22	600			1812
Molasses,	cwt. 1659	912	501	119				292
Oakum,	pks. 4456	18288	4545	12416	386			939
Oil, (Seal and Fish)								
Oil, (other kinds)								
Oats and Barley,	bus. 119697	10549	104	9815				630
Paper Man. Books & Stationery,		16872	8043	385				8244
Paint,		10947		698				10249
Pork and Hams,	bus. 75973	5652	1897	4598	140			914
Potatoes,	pks. 1957	2962		96				969
Rice,	pis. 410	6664	459	53	1736			3508
Rum,	bus. 561183	12757	8756	361	1669			562
Salt,	pks. 278	523		45				478
Scale Fish, &c.	do. 4123	14329		14329				
Salmon,		3732	4501	3500				232
Shingles,	bars. 3272	4843		92				250
Soap,	pks. 6265	66917	3141		1274			2852
Sugar,	pks. 12286	48957	50245	20				18432
Tea,	pks. 4736	23892	104	60				23329
Tobacco,	pks. 958	12657	3602	967	7101			987
Wine,		5352	709					4643
Wood Wares & Ag. Implements,		41993	20234	2100	1965			17499
Miscellaneous,								195
Totals,		£1247726	495516	215203	38866		360987	137154

Financial secretary's office, 30th September, 1858.

JOHN J. MARSHALL, Financial secretary.

Comparative Statement of the value of the principal articles of merchandise imported into the province of Nova Scotia during the years 1856 and 1858.

ARTICLES.	TOTAL VALUE, STERLING.		INCREASE.	DECREASE.	TOTAL DECREASE.
	1856.	1858.			
Ale and Porter,	5316	2508		808	
Arms and Ammunition,	4583	5203	620		
Apples,	1589	1130		459	
Beef,	7298	3424		3874	
Brandy,	19342	6408		12934	
Bread,	9645	6079		3566	
Burning Fluid,	4952	3830		1122	
Butter,	2717	3144	427		
Cabinet Wares,	7146	5872		1274	
Candles,	2091	1044		1047	
Coffee,	5405	5651	246		
Cheese,	854	604		190	
Clocks,	4162	3290		872	
Corn and Wheat,	19972	17157		2815	
Corn Meal and Oat Meal,	44041	26922		17119	
China, Glass and Earthenware,	14153	10559		3594	
Codfish,	66855	90152	23297		
Cordage,	40040	41573	1533		
Cotton Manufactures,	316720	284644		32076	
Drugs and Apothecaries' Ware,	12720	12964	244		
Fishing Tackle,	17109	16312		797	
Flour, (Wheat)	372087	300219		71868	
Flour, (Rye)	19996	8419		11577	
Fruit,	6750	21734	14624		
Furs,	7953	2579		4104	

Geneva and Whiskey,	12035	5334		6701	
Hardware and Cutlery,	156014	138791		17223	
Hats and Caps,	7854	5851		2003	
Herrings,	40446	59806	19360		
Hides and Skins,	4991	5185	194		
Leather and Leather Manufactures.	31114	35048	3934		
Lard,	5543	1918		3625	
Lumber,	4865	3896		969	
Mackerel,	2003	6027	4024		
Molasses,	128791	87763		41028	
Oakum,	2908	1290		1618	
Oil, (Seal and Fish)	22219	19347		2872	
Oats and Barley,	16308	18648		2660	
Paper Manufactures, Books & Stationery,	19432	19870	438		
Pork and Hams,	22333	14569		7764	
Potatoes,	5866	7019	1153		
Rice,	5858	3961		1807	
Rum,	18889	7151		11738	
Salt,	20863	21048	185		
Scale Fish, &c.	1486	565		921	
Salmon,	11011	14504	3493		
Shingles,	9396	4901		4495	
Soap,	3492	5502	2010		
Sugar,	115419	71790		43529	
Tea,	56041	58770	2729		
Tobacco,	20826	28959	8133		
Wine,	18368	12657		5711	
Woodwares and Agricultural Implements,	13518	11889		1629	
Miscellaneous,	80447	66767		13680	
Totals	£1869832	1615118	86644	340358	254714

GENERAL STATEMENT OF EXPORTS,

Being a detailed account of the principal articles shipped from Nova Scotia during twelve months ended 30th September, 1858, shewing the quantity shipped at each port, and indicating to what country exported.

APPLES AND PLUMS.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	EXPORTED TO			
	Bushels.	Barrels		GREAT BRITAIN.	BRITISH COLONIES. West Indies. North America.	UNITED STATES.	OTHER COUNTRY'S.
Advocate,							
Amherst,							
Annapolis,		3688	1755			1721	34
Antigonishe,							
Arichat,							
Baddeck,							
Bear River,		300	112			112	
Beaver River,							
Bridgeport,							
Canso, (Cape)							
Canada Creek,		172	80			80	
Church Point,							
Cornwallis,	700	760	338			300	38
Clementsport		693	131			131	
Digby,	620		250			250	
French Cross,	60	192	123			123	
Great Bras d'Or,							
Guysborough,							
Halifax,		904	624	20	25	572	7
Hantsport,		20	10				10
Horton,	980	385	240			223	17
Parrsborough,		7	7			7	
Pictou,		20	12			12	
Port Hood;							
Pubnico,							
Pugwash,							
Ragged Islands,							
Shelburne,							
Sherbrooke,							
Ship Harbor,							
Sydney, C. B.							
Sydney, (North)		75	37			37	
Sheet Harbour,							
Tatamagouche,		51	21			21	
Thorne's Cove,		250	125			125	
Truro,							
Wilmot,		3007	1676			1670	6
Windsor,							
Yarmouth,	28		9				4
Totals,	2388	10524	£5550	20	25	5384	109

General

GENERAL STATEMENT OF EXPORTS—*continued.*

ALE, PORTER, AND CIDER.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		OTHER COUNTRIES.	
		£ Sterling.		West Indies.	North America.	UNITED STATES.	
Advocate, Amherst, Annapolis, Antigonishe, Arichat, Baddeck, Barrington, Bear River, Beaver River, Canso, (Cape) Canada Creek, Church Point, Cornwallis, Clementsport, Digby, French Cross, Great Bras d'Or, Halifax, Hantsport, Horton, Joggins, Liverpool, Londonderry, Maitland, Parrsborough, Pictou, Port Medway, Pubnico, Pugwash, Shelburne, Sherbrooke, Ship Harbor, Sydney, C. B. Tatamagouche, Thorne's Cove, Truro, Tusket, Wallace, Walton, Westport, Weymouth, Wilmot, Windsor, Yarmouth,	1354	3110		1914	1040		156
Totals,	1354	£3110		1914	1040		156

General

GENERAL STATEMENT OF EXPORTS—*continued.*

ALEWIVES.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
	Barrels.	£ Sterling.		West Indies.	North America.		
Amherst,							
Annapolis,							
Antigonishe,							
Arichat,	69	51					51
Barrington,	467	275					275
Bear River,							
Beaver River,							
Canso, (Cape)	11	9					9
Canada Creek,							
Church Point,							
Cornwallis,							
Clementsport,							
Digby,							
French Cross,							
Guysborough,							
Halifax,	16197	11213		5408	56	4253	1496
Ilantsport,							
Horton,							
Joggins,							
Lallave,							
Liverpool,	17	13		13			
Londonderry,							
Lunenburg,							
Maitland,							
Parrsborough,							
Pictou,							
Port Medway,	50	25		25			
Port Hood,							
Pubnico,							
Pugwash,							
Ragged Islands,	103	83		83			
Shelburne,	276	145		145			
Sherbrooke,							
Ship Harbor,	195	150			150		
Sydney, C. B.							
Sydney, (North)							
Tatamagouche,							
Thorne's Cove,							
Truro,							
Tusket,	2029	1339		243		1096	
Walton,							
Wilmot,							
Windsor,							
Yarmouth,							
Totals,	19414	£13303		5917	206	5684	1496

General

GENERAL STATEMENT OF EXPORTS—*continued.*

BEEF.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
	Qtrs.	Barrels.	£ Sterling.					
Advocate,								
Amherst,								
Annapolis,		3	6				6	
Antigonishe,								
Arichat,								
Baddeck,		5	8			8		
Barrington,								
Bear River,								
Beaver River,								
Canso, (Cape)								
Canada Creek,								
Church Point,								
Cornwallis,								
Clementsport,								
Digby,								
Great Bras d'Or,		62	124			124		
Halifax,	57	454	1171		3	773	100	
Hantsport,								
Joggins,								
Liverpool,								
Londonderry,		13	21			21		
Lunenburg,								
Maitland,								
Parrsborough,		2	4				4	
Pictou,		67	135			135		
Port Medway,		1	3		3			
Pubnico,								
Pugwash,								
Ragged Islands,								
Shelburne,								
Sherbrooke,								
Ship Harbor,		4	8			8		
Sydney, C. B.		3	6				6	
Sydney, (North)	275	48	508			504	4	
Tatamagouche,								
Truro,								
Tusket,								
Wallace,								
Walton,								
Westport,								
Weymouth,								
Wilmot,		35	65			65		
Windsor,								
Yarmouth,		112	229		3	204	22	
Totals,	332	809	£2288		9	1842	136	

BREAD.							
PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
	Bags&bbls	£ Sterling.					
Advocate,							
Amherst,							
Annapolis,							
Antigonishe,							
Arichat,							
Baddeck,							
Barrington,							
Bear River,							
Beaver River,							
Bridgeport,							
Canso, (Cape)							
Canada Creek,							
Church Point,							
Cornwallis,							
Clementsport,							
Digby,							
French Cross,							
Great Bras d'Or,							
Halifax,	3000	2523		35	2459		29
Horton,							
Liverpool,	8	8			8		
Londonderry,							
Maitland,							
Parrsborough,	24	24			24		
Pictou,							
Port Hood,							
Pubnico,							
Ragged Islands,							
Shelburne,							
Sherbrooke,							
Ship Harbor,	20	21			21		
Sydney, C. B.							
Sydney (North)							
Sheet Harbor,							
Tatamagouche,							
Thorne's Cove,							
Truro,							
Tusket,							
Wallace,							
Westport,							
Weymouth,							
Wilmot,							
Windsor,							
Yarmouth,	5	4			4		
Totals,	3057	£2580		35	2516		29

General

GENERAL STATEMENT OF EXPORTS—*continued.*

BRANDY.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO					
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.	
				West India.	North America.			
	Packages.	£ Sterling						
Advocate, Amherst, Annapolis, Antigonishe, Arichat, Barrington, Bear River, Bridgeport, Canso, (Cape) Canada Creek, Church Point, Cornwallis, Clementsport, Digby, French Cross, Great Bras d'Or, Halifax, Hantsport, Horton, Joggins, LaHave, Liverpool, Londonderry, Lunenburg, Maitland, Pictou, Port Medway, Port Hood, Pubnico, Ragged Islands, Shelburne, Ship Harbor, Sydney, C. B. Sydney, (North) Sheet Harbor, Thorne's Cove, Truro, Tusket, Wallace, Walton, Westport, Wilmot, Windsor, Yarmouth,								
			200	2321	740	1336	230	15
Totals,			200	2321	740	1336	230	15

General

GENERAL STATEMENT OF EXPORTS—*continued.*

BUTTER.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	EXPORTED TO				
	Packages.	Lbs.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
					West Indies.	North America.		
Advocate,		26096	979			950	29	
Amherst,		3400	138			138		
Annapolis,	1070		1850			1850		
Antigonishe,		3500	120			120		
Arichat,	1295		2133			2133		
Baddeck,		112	5				5	
Barrington,								
Bear River,								
Beaver River,								
Canso, (Cape)								
Canada Creek,	3	200	13			13		
Church Point,								
Cornwallis,								
Digby,								
French Cross,		1747	89			89		
Great Bras d'Or,	1609		3218			3218		
Guysborough,	8		16			16		
Halifax,	3164		7538	2	4223	2934	379	
Hantsport,								
Liverpool,								
Londonderry,								
Lunenburg,		7168	270			180	90	
Londonderry,								
Maitland,	47		113			103	10	
Parrsborough,		46592	1697			1684	13	
Pictou,								
Pugwash,								
Ragged Islands,								
Shelburne,								
Sherbrooke,								
Ship Harbor,	146	6040	554			554		
Sydney, C B.		336	12				12	
Sydney, (North)	1781		1718			1718		
Sheet Harbor,								
Tatamagouche,	387		434			434		
Truro,								
Tusket,								
Wallace,								
Walton,								
Westport,								
Weymouth,								
Wilmot,		33712	1256			1256		
Windsor,								
Yarmouth,		560	22			18	4	
Totals,	9510	129463	£22175	2	4223	17408	151	391

General

GENERAL STATEMENT OF EXPORTS—*continued.*

CHEESE.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	EXPORTED TO				
	Packages.	Lbs.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
Advocate, Amherst, Annapolis, Antigonishe, Arichat, Baddeck, Barrington, Bear River, Beaver River, Canso, (Cape) Canada Creek, Church Point, Cornwallis, Clementsport, Digby, French Cross, Halifax, Hantsport, Horton, Joggins, LaHave, Liverpool, Londonderry, Lunenburg, Maitland, Parrsborough, Pictou, Port Hood, Pubnico, Ragged Islands, Shelburne, Sherbrooke, Ship Harbor, Sydney, C. B. Sydney, (North) Tatamagouche, Truro, Tusket, Walton, Westport, Weymouth, Wilmot, Windsor, Yarmouth,		8684	203			203		
	139	1904	30 215		7	30 181	27	
		200	3			3		
		23744	234			234		
		5376	70		6	63	1	
Totals,	139	39908	£755		13	714	1 27	

General

GENERAL STATEMENT OF EXPORTS—*continued.*

COALS.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTR'S.
					West Indies.	North America.		
	Tons.	Chald'ns.	£ Sterling.					
Advocate,								
Amherst,								
Annapolis,								
Antigonishe,								
Arichat,								
Baddeck,		62	47			47		
Barrington,								
Bear River,								
Beaver River,								
Bridgeport,	3397		1557			1567		
Canso, (Cape)								
Canada Creek,								
Church Point,								
Cornwallis,								
Clementsport,								
Digby,								
French Cross,								
Great Bras d'Or,								
Halifax,	229		129	10	14		105	
Hantsport,								
Horton,								
Joggins,	4636		2124		1591	533		
Liverpool,								
Londonderry,								
Lunenburg,								
Maitland,								
Parrsborough,								
Pictou,	106618		51271		1427	49597	247	
Port Medway,								
Port Hood,								
Pubnico,								
Pugwash,								
Ragged Islands,								
Shelburne,								
Ship Harbor,								
Sydney, C. B.	150	64	123			75	48	
Sydney, (North)	25129	14434	24890		19872	4806	212	
Truro,								
Tusket,								
Wallace,								
Weymouth,								
Wilmot,								
Windsor,								
Yarmouth,		62	20		20			
Totals,	140159	14622	£80171	10	22971	56578	612	

General

GENERAL STATEMENT OF EXPORTS—*continued.*

COTTON, WOOLLEN, LINEN, AND SILK MANUFACTURES.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
		£ Sterling.		West Indies.	North America.		
Advocate,							
Amherst,							
Annapolis,		31			31		
Antigonishe,							
Arichat,							
Barrington,		7					7
Bear River,							
Beaver River,		94					94
Bridgeport,							
Canso, (Cape)							
Canada Creek,		3			3		
Cornwallis,		50			50		
Clementsport,							
Digby,							
French Cross,		8			8		
Great Bras d'Or,							
Guysborough,							
Halifax,		23909		1383	22361		165
Hantsport,							
Horton,							
Joggins,							
Liverpool,		25			25		
Londonderry,							
Lunenburg,							
Maitland,							
Parrsborough,							
Pictou,							
Port Medway,							
Port Hood,							
Pubnico,							
Pugwash,							
Sherbrooke,							
Ship Harbor,							
Sydney, C. B.							
Sydney (North)							
Sheet Harbor,							
Tatamiagouche,							
Truro,							
Tusket,							
Westport,		23			17		6
Weymouth,		94			24		70
Wilmot,		455			455		
Windsor,							
Yarmouth,		46			46		
Totals,		£24745		1383	23020		342

General

GENERAL STATEMENT OF EXPORTS—*continued.*

CODFISH.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	EXPORTED TO				
	Packages.	Cwt.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
Advocate,								
Amherst,								
Annapolis,								
Antigonishe,								
Arichat,		10911	9410					9410
Baddeck,								
Barrington,		7944	3881				3881	
Bear River,								
Beaver River,								
Canso, (Cape)		633	476			24	452	
Canada Creek,								
Church Point,								
Cornwallis,								
Clementsport,								
Digby,		459	327				327	
Great Bras d'Or,								
Halifax,		266031	207149		88195	191	8889	109874
Horton,								
Joggins,								
LaHave,								
Liverpool,		2200	1590		1516		74	
Londonderry,								
Lunenburg,								
Maitland,								
Parrsborough,								
Pictou,								
Port Medway,		390	337		335			2
Port Hood,								
Pubnico,		750	425				425	
Ragged Islands,		19749	13261		13261			
Shelburne,	695	32	1319		1292		27	
Sherbrooke,								
Ship Harbor,		1448	1075			1075		
Sydney, C. B.								
Sydney, (North)								
Sheet Harbor,		140	70			70		
Tatamagouche,								
Truro,								
Walton,								
Westport,		8032	4727		467	1776	2484	
Weymouth,								
Wilmot,		80	40			40		
Windsor,								
Yarmouth,		13566	6958		1431	1223	1446	2858
Totals,	695	332365	£251045	106497	4726	17678	122144	

General

GENERAL STATEMENT OF EXPORTS—*continued.*

COFFEE.						
PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO			
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.
	Bags.	£ Sterling.		West Indies.	North America.	
Amherst,						
Annapolis,						
Antigonishe,						
Arichat,						
Barrington,						
Bear River,						
Beaver River,						
Canso, (Cape)						
Canada Creek,						
Church Point,						
Cornwallis,						
Clementsport,						
Digby,						
French Cross,						
Guysborough,						
Halifax,	334	1294			1289	5
Hantsport,						
Horton,						
Joggins,						
LaHave,						
Liverpool,						
Londonderry,						
Lunenburg,						
Maitland,						
Parrsborough,						
Pictou,						
Port Medway,						
Port Hood,						
Pubnico,						
Pugwash,						
Ragged Islands,						
Shelburne,						
Sherbrooke,						
Ship Harbor,						
Sydney, C. B.						
Sydney, (North)						
Tatamagouche,						
Thorne's Cove,						
Truro,						
Tusket,						
Walton,						
Wilmot,						
Windsor,						
Yarmouth,	1	2			2	
Totals,	335	£1296			1291	5

GENERAL STATEMENT OF EXPORTS—*continued.*

CORDAGE AND CANVAS.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
				West Indies.	North America.		
		£ Sterling.					
Advocate,							
Amherst,							
Annapolis,							
Antigonishe,							
Arichat,							
Baddeck,							
Barrington,							
Beaver River,							
Canso, (Cape)							
Canada Creek,							
Church Point,							
Cornwallis,							
Clementsport,							
Digby,							
Great Bras d'Or,							
Guysborough,							
Halifax,		870			870		
Horton,							
LaHave,							
Liverpool,							
Londonderry,							
Maitland,							
Parrsborough,							
Pictou,							
Port Medway,							
Port Hood,							
Pubnico,							
Pugwash,							
Ragged Islands,							
Shelburne,							
Sherbrooke,							
Ship Harbor,							
Sydney, C. B.							
Sydney, (North)		180				180	
Sheet Harbor,							
Tatamagouche,							
Truro,							
Tusket,							
Wallace,							
Westport,							
Weymouth,							
Wilmot,							
Windsor,							
Yarmouth,							
Totals,		£1050			870	180	

General

GENERAL STATEMENT OF EXPORTS—*continued.*

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
	Packages.	Dozens	£ Sterling.					
Advocate,								
Amherst,						180		
Annapolis,		7250	180					
Antigonishe,								
Arichat,								
Baddeck,							31	
Barrington,		1210	31			32	59	
Bear River,		4030	91				8	
Beaver River,		300	8					
Bridgeport,								
Canso, (Cape)						5		
Canada Creek,		200	5				68	
Church Point,		2965	68					
Cornwallis,						94	23	
Clementsport		4805	117					
Digby,						37		
French Cross,		1410	37					
Great Bras d'Or,						1		
Guysborough,	1		1					
Halifax,								
Hantsport,								
Horton,							2	
LaHave,		60	2					
Parrsborough,								
Pictou,								
Port Hood,							6	
Pubnico,		300	6					
Pugwash,								
Ragged Islands,							4	
Shelburne,		140	4					
Sherbrooke,								
Ship Harbor,								
Sydney, C. B.						4		
Sydney, (North)	4		4					
Sheet Harbour,						5		
Tatamagouche,	2		5					
Thorne's Cove,								
Truro,							10	
Tusket,		500	10					
Wallace,						48	31	
Weymouth,		3368	79			769		
Wilmot,		25285	769					
Windsor,							805	
Yarmouth,		113350	805					
Totals,		7165164	£22222			1175	1047	

General

GENERAL STATEMENT OF EXPORTS—*continued.*

FLOUR.							
PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTR'S.
				West Indies.	North America.		
	Packages	£ sterling.					
Advocate,							
Amherst,							
Annapolis,							
Antigonishe,							
Arichat,							
Baddeck,							
Barrington,							
Bear River,							
Beaver River,							
Canso, (Cape)							
Canada Creek,							
Church Point,							
Cornwallis,							
Clementsport,							
Digby,							
Great Bras d'Or,							
Halifax,	19910	22761			21929	832	
Horton,							
Joggins,							
LaHave,							
Liverpool,	20	40			40		
Londonderry,							
Lunenburg,							
Maitland,							
Parrsborough,							
Pictou,	592	703			703		
Port Medway,	400	600			600		
Port Hood,							
Pubnico,							
Ragged Islands,							
Shelburne,							
Sherbrooke,							
Ship Harbor,	51	76			76		
Sydney, C. B.							
Sydney, (North)	145	145				145	
Sheet Harbor,							
Tatamagouche,							
Truro,							
Walton,							
Westport,							
Weymouth,							
Wilmot,							
Windsor,							
Yarmouth,	248	312			312		
Totals,	21366	£24637			23660	977	

General

GENERAL STATEMENT OF EXPORTS—*continued.*

FRUIT.								
PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
					West Indies.	North America.		
	Boxes.	Barrels.	£ Sterling.					
Advocate, Amherst, Annapolis, Antigonishe, Arichat, Baddeck, Barrington, Bear River, Beaver River, Canso, (Cape) Canada Creek, Church Point, Cornwallis, Clementsport, Digby, French Cross, Great Bras d'Or, Halifax, Hantsport, Horton, Joggins, LaHave, Liverpool, Londonderry, Maitland, Parrsborough, Pictou, Port Medway, Pubnico, Pugwash, Shelburne, Sherbrooke, Ship Harbor, Sydney, C. B. Tatamagouche, Thorne's Cove, Truro, Tusket, Wallace, Walton, Westport, Wilmot, Windsor, Yarmouth,	48	117	251	1			250	
		16959	7686	62	1095	4863	1570	96
			1			1		
Totals,	48	17076	£7938	63	1095	4864	1820	96

General

GENERAL STATEMENT OF EXPORTS—*continued.*

FURS AND SKINS.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
	Packages	£ Sterling.						
Advocate,								
Amherst,								
Annapolis,								
Antigonishe,								
Arichat,								
Barrington,								
Bear River,								
Beaver River,								
Canso, (Cape)								
Church Point,								
Clementsport,								
Digby,								
Great Bras d'Or,								
Guysborough,								
Halifax,	106	10050	10020		30			
Hantsport,								
Horton,								
Joggins,								
LaHave,		7					7	
Liverpool,								
Londonderry,								
Lunenburg,								
Maitland,								
Parrsborough,								
Pictou,								
Port Medway,								
Port Hood,								
Pubnico,								
Pugwash,								
Ragged Islands,								
Shelburne,								
Sherbrooke,								
Ship Harbor,								
Sydney, C. B.								
Sydney, (North)								
Tatamagouche,								
Truro,								
Tusket,								
Wallace,								
Westport,								
Weymouth,								
Wilmot,								
Windsor,								
Yarmouth,								
Totals,	106	10057	10020		30		7	

General

GENERAL STATEMENT OF EXPORTS—*continued.*

GYPSUM.							
PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	EXPORTED TO			OTHER COUNTRY'S.
	Barrels.	Tons.		GREAT BRITAIN.	BRITISH COLONIES. West Indies. North America.	UNITED STATES.	
Advocate,		1020	204				204
Amherst,							
Annapolis,							
Antigonishe,		1216	486			486	
Arichat,		2380	476			96	380
Baddeck,							
Barrington,							
Bear River,							
Beaver River,							
Canso, (Cape)							
Canada Creek,							
Church Point,							
Cornwallis,		400	50				50
Digby,							
French Cross,							
Great Bras d'Or,							
Guysborough,							
Halifax,	6		6		6		
Hantsport,		8615	1330				1330
Horton,		1028	157				157
Joggins,		95	19				19
Lunenburg,							
Londonderry,							
Maitland,	100	9620	1323			25	1298
Parrsborough,	3	2090	420			2	418
Pictou,	15		5			5	
Pugwash,		1300	345			345	
Ragged Islands,							
Shelburne,							
Sherbrooke,							
Ship Harbor,							
Sydney, C B.							
Sydney, (North)							
Sheet Harbor,							
Tatamagouche,							
Truro,	132	348	134			60	74
Tusket,							
Wallace,		4650	697				697
Walton,							
Westport,							
Weymouth,							
Wilmot,							
Windsor,		45115	8151				8151
Yarmouth,							
Totals,	256	77877	£13803		6	1019	12778

General

GENERAL STATEMENT OF EXPORTS—*continued.*

GENEVA AND WHISKEY

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
Halifax,	Packages.	Gallons.	£ Sterling					
Liverpool,	369	100	3208 19			3208 19		
Totals,	369	100	£3227			3227		

HARDWARE, IRON, &c.

	Tons.	£ Sterling.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.	UNITED STATES.	OTHER COUNTRIES.	
Annapolis,		25			25		
Barrington,		78			7	71	
Canso, (Cape)		1				1	
Halifax,		7266		77	6834	337	18
Londonderry,	1768	12726			12726		
Pictou,		66			26	40	
Sydney, (North)		560				60	500
Wilmot,	744	475			375	100	
Yarmouth,		159			80	79	
Totals,	2512	£21356		77	20073	688	518

HIDES AND SKINS.

	Packages.	No.	£ Sterling.	EXPORTED TO			
				GREAT BRITAIN.	BRITISH COLONIES.	UNITED STATES.	OTHER COUNTRIES.
Arichat,		1275	478				478
Digby,		351	35			35	
Halifax,	242	1600	4693	2175	1318	1200	
Hantsport,	81		75			75	
Londonderry,		130	11			11	
Sheet Harbor,			230		230		
Windsor,		100	10			10	
Totals,	323	3456	£5532	2175	1583	1296	478

GENERAL STATEMENT OF EXPORTS—*continued.*

HERRINGS.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	EXPORTED TO				
	Boxes	Barrels.		GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
			£ Sterling		West Indies.	North America.		
Amherst,		3	3			3		
Annapolis,	2217	643	711		6	481	224	
Arichat,		1096	760			188	572	
Barrington,		2770	1817			285	1532	
Bear River,	315	22	56		53	3		
Canso, (Cape)		5396	4137			3832	305	
Church Point,		48	38		38			
Cornwallis,		120	87			3	84	
Clementsport,	7460		1003			928	75	
Digby,		836	513		11	22	480	
French Cross,		20	10			10		
Halifax,	16845	121407	90226	671	27598	2057	52149	7751
Horton,	335	34	125			14	111	
Lallave,		27	15				15	
Liverpool,	203	1313	851		293		558	
Lunenburg,	110	500	211			11	200	
Pictou,		1254	1121			1019	102	
Port Medway,	166	586	443		443			
Pubnico,		59	30				30	
Ragged Islands,		694	522		518		4	
Shelburne,	30	460	584		208	150	226	
Ship Harbor,		3925	3111			3111		
Sydney (North)		102	51				51	
Sheet Harbor,		150	100			100		
Thorne's Cove,	3100	400	603			372	231	
Tusket,		133	66		37		29	
Westport,		2779	1524		136	165	1223	
Weymouth,		455	430		430			
Wilmot,		387	297			281	16	
Yarmouth,	100	4644	2652		397	387	1666	202
Totals,	36881	150263	£112097	671	30168	13422	59883	7953

GENERAL STATEMENT OF EXPORTS—*continued.*

HORNERD CATTLE.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES. West Indies.	North America.	UNITED STATES.	OTHER COUNTRIES.
		£ Sterling.					
Annapolis,	394	3810			3810		
Antigonishe,	518	3655			3655		
Arichat,	98	400			360		40
Baddeck,	495	1821			1821		
Bear River,	1	6			6		
Digby,	278	2912			2912		
French Cross,	19	112			112		
Great Bras d'Or,	646	2771			2676		65
Halifax,	43	550		550			
LaHave,	9	67			67		
Port Hood,	249	896			800		96
Ship Harbor,	106	580			580		
Sydney, (North)	56	283			18		265
Wilmot,	162	603			603		
Windsor,	20	240			240		
Yarmouth,	93	515			515		
Totals,	3187	£19221		550	18175		496

HORSES.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES. West Indies.	North America.	UNITED STATES.	OTHER COUNTRIES.
		£ Sterling.					
Annapolis,	1	20			20		
Antigonishe,	16	209			209		
Baddeck,	8	100			100		
Great Bras d'Or,	10	140			140		
Halifax,	1	25		25			
Londonderry,	1	15				15	
Port Hood,	2	26			26		
Sydney (North)	1	8			8		
Wilmot,	3	50			50		
Yarmouth,	4	75			15		60
Totals,	47	£668		25	568		75

LOBSTERS.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES. West Indies.	North America.	UNITED STATES.	OTHER COUNTRIES.
	Boxes.	£ Sterling.					
Barrington,	1181	1528	110			1418	
Halifax,	1407	2542	1021	7	100	1381	33
Liverpool,	836	836		736		100	
Pictou,	83	139			39	100	
Port Medway,	147	174		134			40
Ragged Islands,	22	10		10			
Yarmouth,	1086	1305		74	928	290	13
Totals,	4762	£6534	1131	961	1067	3289	86

General

GENERAL STATEMENT OF EXPORTS—*continued.*

LEATHER AND LEATHER MANUFACTURES.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
				West Indies.	North America.		
Halifax, Port Medway, Yarmouth,		£ Sterling. 4237 15 31		52	4160 15 31		25
Totals,		£4283		52	4206		25

LATHS AND PICKETS.

	M	£ Sterling				
Barrington,	20	15	15			
Halifax,		13	13			
Hantsport,		2	2			
Liverpool,	49	58		17	41	
Maitland,		27			27	
Parrsborough,		36	36			
Pictou,		133	131		2	
Port Medway,	9	8		5	3	
Pugwash,		28	28			
Shelburne,		16			14	2
Sherbrooke,		63	63			
Walton,		3	3			
Windsor,		1	1			
Yarmouth,		5		5		
Totals,	78	£408	292	27	87	2

LUMBER.

		£ Sterling.				
Advocate,	255	1072			1072	
Amherst,	1182	1213	492		586	135
Annapolis,	397	762		160	243	359
Baddeck,	173	276			276	
Barrington,	943	1422	303	950	94	75
Bear River,	1008	2091		1980	10	101
Beaver River,	20	26				26
Canso, (Cape)	4	9			9	
Church Point,	1389	1933		1837	96	
Clementsport,	10	20			20	
Digby,	150	296		296		
Great Bras d'Or,	245	657			573	84
Guysborough,	3	7			7	
Halifax,	2913	6546		1681	1358	3507
Hantsport,	410	1326	1326			
Joggins,	213	320				320
Lallave,	1907	2605			1628	255
						722

General

GENERAL STATEMENT OF EXPORTS—*continued.*LUMBER—*Continued.*

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
		£ Sterling.					
Liverpool,	9707	22759		18596	2679	199	1285
Londonderry,	60	208			17	191	
Lunenburg,	232	290			290		
Maitland,	24	79			79		
Parrsborough,		1687	1134		553		
Pictou,	936	1277	922		355		
Port Medway,	7650	15289		12982	989	229	1089
Pugwash,	6079	10147	9702		445		
Ragged Islands,	90	178		178			
Shelburne,	577	1139		572	453	114	
Sherbrooke,	158	250	250				
Sydney, C. B.	8	74	42				32
Sydney, (North)	2	5			5		
Sheet Harbor,	204	658			658		
Tatamagouche,	1076	1891	505		1311	75	
Tusket,	620	903		901		2	
Walton,	153	230	230				
Westport,	225	339		339			
Weymouth,	2122	3825		3825			
Windsor,		388	388				
Yarmouth,	603	1076		956			120
Totals,	41748	£83273	15294	45253	13806	2006	6914

MACKEREL.

	Packages.	Barrels.	£ Sterling.				
	Arichat,		103				
Barrington,		1450	2491				2491
Bear River,		3	2			2	
Canso, (Cape)		1177	1585			10	1575
Church Point,		60	67		67		
Digby,		35	28				28
Guysborough,	6	455	480			480	
Halifax,	103	57039	106001	3	13330		88117 4551
Liverpool,		30	53		2		51
Pictou,		3	3				3
Port Medway,		242	484		484		
Pubnico,		325	543				543
Ragged Islands,		353	607		78		529
Shelburne,		210	365		212		133
Ship Harbor,		543	974			974	
Sydney, (North)		59	96				96
Tusket,		244	337		14		323
Westport,		1011	1129		66		1063
Weymouth,		314	314		164		150
Yarmouth,		969	1509		29		1338 142
Totals,	109	64625	£117274	3	14446	1486	96646 4693

General

GENERAL STATEMENT OF EXPORTS—*continued.*

MOLASSES.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
					West Indies.	North America.		
Halifax,	Packages 5816	Gallons.	£ Sterling 40673	11967	55	28351	300	
Liverpool,		120	9			9		
Port Medway,		3500	219			219		
Ship Harbor,	2		14			14		
Yarmouth,		5571	523			331	192	
Totals,	5818	9191	£41438	11967	55	28924	492	

OILS, (FISH AND SEAL.)

	Packages.	Gallons.	£ Sterling.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.	UNITED STATES.	OTHER COUNTRY'S.	
Arichat,	9	12363	1926	90				1926
Barrington,	198		677				587	
Canso, (Cape)		1988	228			119	109	
Digby,		680	106			106		
Guysborough,	12		42			42		
Halifax,	7313		27333	5679	6366	2376	12310	602
Horton,	2		10				10	
Liverpool,		1610	147		79		68	
Pictou,		60	6			6		
Pubnico,	44		174				174	
Ragged Islands,		334	33		33			
Shelburne,	3	120	21		18	3		
Ship Harbor,	30		86			86		
Westport,		2916	244		3	148	93	
Yarmouth,	106		388		56	156	144	32
Totals,	7717	20071	£31421	5769	6555	3042	13495	2560

OATS AND BARLEY.

	Bushels	£ Sterling	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.	UNITED STATES.	OTHER COUNTRY'S.	
Amherst,	3108	302			263	39	
Antigonishe,	100	12			12		
Baddeck,	900	67			67		
Barrington,	2062	330			330		
Bear River,	50	12			12		
Digby,	50	7			7		
French Cross,	320	39			39		
Great Bras d'Or,	2142	214			208		6
Halifax,	2115	211		41	149		21
Pictou,	35	18			18		
Pugwash,	110	33			33		
Sydney, C. B.	21	2					2
Sydney, (North)	150	8			8		
Wilmot,	4530	557			557		
Totals,	15693	£1812		41	1703	39	29

General

GENERAL STATEMENT OF EXPORTS—*continued.*

OARS AND SWEEPS.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
					West Indies.	North America.		
Port Medway,			£ Sterling. 108		104			4
Shelburne,			1				1	
Sydney, C. B.			18	18				
Tusket,			64		64			
Weymouth,			15		15			
Yarmouth,			41		41			
Totals,			£247	18	224		1	4

PORK AND HAMS.

	Barrels	£ Sterling.				
			GREAT BRITAIN.	West Indies.	North America.	OTHER COUNTRY'S.
Amherst,	101	299			299	
Annapolis,	21	84			84	
Antigonishe,	130	400			400	
Baddeck,	254	721			721	
Canada Creek,	4	20			20	
Great Bras d'Or,	221	884			884	
Halifax,	2344	9086		4	8529	553
Liverpool,	2	8			8	
Londonderry,	9	25			25	
Pictou,	268	960	15		865	80
Ship Harbor,	19	62			62	
Sydney, (North)	11	33			33	
Tatamagouche,	10	50			50	
Wilmot,	193	723			723	
Yarmouth,	10	50			50	
Totals,	3597	£13405	15	4	12753	633

POTATOES AND VEGETABLES.

	Barrels.	Bushels.	£ Sterling.				
				GREAT BRITAIN.	West Indies.	North America.	OTHER COUNTRY'S.
Advocate,		6590	737			737	
Amherst,		16337	1323			189	1134
Annapolis,		14552	1457			634	823
Arichat,		200	18				
Barrington,		2234	448			26	422
Bear River,	1040		190		13	30	147
Beaver River,		250	80				80
Canso, (Cape)		200	15				15
Canada Creek,		118627	15296			3417	11879
Church Point,	130		52		3		49
Cornwallis,	800	283770	36395			1538	34857
Clementsport,		1557	156			144	12
Totals,							18

General

GENERAL STATEMENT OF EXPORTS—*continued.*POTATOES AND VEGETABLES—*continued.*

PORTS.	TOTAL QUANTITY.		TOTAL VALUE. £ Sterling.	EXPORTED TO				
	Barrels.	Bushels		GREAT BRITAIN.	BRITISH COLONIES. West Indies. North America.	UNITED STATES.	OTHER COUNTRIES.	
Digby,		4548	701		13	511	177	
French Cross,		18729	1897			417	1480	
Great Bras d'Or,		316	29			17		12
Halifax,		9138	1151		84	49	938	80
Hantsport,		3647	454				454	
Horton,	460	126707	11806			291	11515	
LaHave,	68		38			15	23	
Liverpool,		48	5				5	
Londonderry,		27008	2702			279	2423	
Maitland,		11641	1208				1208	
Parssborough,		19500	1464			1	1463	
Pictou,		206	17				17	
Pubnico,	330	10817	1853				1853	
Pugwash,		600	60				60	
Sydney, C. B.	18		8					8
Sydney, (North)	8	2075	106			104	2	
Tatamagouche,		140	14				14	
Truro,		23490	2168				2168	
Tusket,		250	46				46	
Walton,		9000	1125				1125	
Weymouth,	44		22			22		
Wilmot,		43889	4625			1730	2896	
Windsor,		24710	2964				2964	
Yarmouth,		5060	2081		34	6	2013	28
Totals,		785853	£92712		147	9420	82999	146

RUM.

	Packages.	£ Sterling.		
Halifax,	396	6752	120	6632
Totals,	396	£6752	120	6632

RICE.

	Packages	£ Sterling.		
Halifax,	176	321		321
Port Medway,	180	270	270	
Totals,	356	£591	270	321

GENERAL STATEMENT OF EXPORTS—*continued.*

SALT.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTR'S.
					West Indies.	North America.		
Canso, (Cape)		Hds. 990	£ Sterling 495			495		
Halifax,		36760	14063			14055		8
Liverpool,	257		54			54		
Pictou,	50	30	86			86		
Ship Harbor,		610	265			265		
Truro,		625	150				150	
Yarmouth,	15	315	155			155		
Totals,	322	39330	£15268			15110	150	8

SWINE.

			£ Sterling			
Antigonishe,		6	9		9	
Baddeck,		10	7		7	
Great Bras d'Or,		27	60		42	18
Ship Harbor,		12	8		8	
Totals,		55	£84		66	18

SHEEP.

			£ Sterling.			
Annapolis,		1487	742		742	
Antigonishe,		795	605		605	
Arichat,		100	50		50	
Baddeck,		356	185		185	
Bear River,		86	23		23	
Canada Creek,		74	37		37	
Digby,		2028	811		811	
French Cross,		488	220		220	
Great Bras d'Or,		486	243		202	41
Port Hood,		389	203		186	17
Ship Harbor,		104	56		56	
Sydney, (North)		163	82		57	25
Wilmot,		4296	2148		2073	75
Yarmouth,		50	30		30	
Totals,		10902	£5435		5247	105

GENERAL STATEMENT OF EXPORTS—*continued.*

SCALE FISH.

PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
					West Indies.	North America.		
Annapolis,	Barrels 25	Qls.	£ Sterling. 21				21	
Arichat,		1260	1130					1130
Canso, (Cape)		540	252				252	
Church Point,		140	76		16		60	
Guysborough,		4	2			2		
Halifax,		40674	22408		1662	26	580	20140
Ragged Islands,		68	35		35			
Shelburne,	4		11		11			
Weymouth,	11		11		11			
Yarmouth,		121	56					56
Totals,	40	42807	£24002		1735	28	913	21326

SALMON.

PORTS.	Packages	£ Sterling.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.	UNITED STATES.	OTHER COUNTRIES.	
Barrington,	18	22				22	
Canso, (Cape)	1	3				3	
Halifax,	2767	10676	22	2225	194	7930	305
Liverpool,	36	9		9			
Pictou,	105	350			350		
Ragged Islands,	1	3		3			
Shelburne,	39	18		18			
Sydney, C B.	3	12	4			8	
Sydney (North)	8	24				24	
Tusket,	1	2		2			
Yarmouth,	65	635				635	
Totals,	3044	£11754	26	2257	544	8622	305

SHAD, HALIBUT, &c.

PORTS.	Packages.	£ Sterling.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.	UNITED STATES.	OTHER COUNTRIES.	
Amherst,	88	107			23	84	
Barrington,	156	131				131	
Canso, (Cape)	105	102			36	66	
Halifax,	703	684	5	45	31	476	127
Horton,	16	35				35	
Liverpool,	15	15		15			
Londonderry,	1564	3128				3128	
Parrsborough,	120	240	240				
Port Medway,	5	10					10
Pubnico,		10			10		
Ragged Islands,	5	3		3			
Shelburne,	15	7		7			

General

GENERAL STATEMENT OF EXPORTS—*continued.*SHAD, HALIBUT, &c.—*continued.*

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
				West Indies.	North America.		
Sydney, (North)	75	75					75
Tusket,		1		1			
Westport,	115	247				247	
Weymouth,	10	8		8			
Windsor,	290	580				580	
Yarmouth,	16	19		1		3	15
Totals,	3298	£5102	245	80	100	4750	227

SOAP.

	Boxes.	£ Sterling			
			West Indies.	North America.	
Halifax,	1538	1095	141	936	18
Liverpool,	1	1		1	
Totals,	1539	£1096	141	937	18

SUGAR.

	Packages	Cwt.	£ Sterling.					
				West Indies.	North America.			
Halifax,	3679		46124	6210	373	38364	1175	2
Pictou,		4	8			8		
Ship Harbor,		5	11			11		
Totals,	3679	9	£46143	6210	373	38383	1175	2

SPARS AND KNEES.

	Feet.	No.	£ Sterling.			
				West Indies.	North America.	
Annapolis,		400	200			200
Baddeck,		60	4		4	
Barrington,			15	11	4	
Bear River,			52	52		
Church Point,			28	28		
Digby,		10	2	2		
Great Bras d'Or,		326	183		48	135
Guysborough,		17	5		5	
Halifax,		42	33	20		13
Joggins,		300	50			50
LaHave,		322	72			64
Liverpool,	10288	1357	349	262	83	2
Maitland,		800	160			160
Parrsborough,		152	31	31		
Pictou,		728	203	165	38	
Port Medway,		139	133	123		10
Pugwash,		179	175	2	173	
Shelburne,		72	30			30

Genera

GENERAL STATEMENT OF EXPORTS—*continued.*SPARS AND KNEES—*Continued.*

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO					
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.	
				West Indies.	North America.			
Sherbrooke,	20	8	8					
Sydney, C. B.	531	388	388					
Tatamagouche,	53	78			78			
Walton,	27	5	5					
Westport,	8	6		6				
Weymouth,	84	122		122				
Windsor,	64	16	16					
Yarmouth,	4	4		2				2
Totals,	10288	4895	£2352	615	628	433	506	170

STAVES AND HOOPS.

	£ Sterling.						
	Quantity	Value	GREAT BRITAIN.	BRITISH COLONIES.	UNITED STATES.	OTHER COUNTRIES.	
			West Indies.	North America.			
Baddeck,		87			87		
Bear River,		5		5			
Church Point,		1		1			
Digby,		19		19			
Great Bras d'Or,		36			36		
Halifax,		549	60	93	170	2	
LaHave,		80			80		
Liverpool,		150		131	25		
Lunenburg,		10			10		
Maitland,		11				11	
Pugwash,		111			111		
Ragged Islands,		4		4			
Shelburne,		9		6	3		
Sydney, C. B.		10	10				
Sydney (North)		46			46		
Sheet Harbor,		10			10		
Tatamagouche,		298			298		
Tusket,		89		59		30	
Weymouth,		3		3			
Yarmouth,		5		5			
Totals,		1539	70	326	876	43	

GENERAL STATEMENT OF EXPORTS—*continued.*

SHINGLES.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
	M.	£ Sterling.					
Annapolis,	44	18			18		
Baddeck,	59	53			53		
Barrington,	4	2			2		
Bear River,	50	25		25			
Beaver River,	106	34			34		
Canso, (Cape)	5	2			2		
Church Point,	270	75		75			
Great Bras d'Or,	106	42			30	12	
Halifax,	6359	2786		1638	274	874	
LaHave,	115	41			21	20	
Liverpool,	1169	444		444			
Lunenburg,	100	40			40		
Maitland,	10	4			4		
Pictou,	87	43			43		
Port Medway,	1460	478		468		10	
Pugwash,	9	4			4		
Ragged Islands,	315	143		143			
Sydney, (North)	12	6			6		
Tusket,	29	8		8			
Westport,	84	27		27			
Weymouth,	598	177		177			
Yarmouth,	321	93		87		6	
Totals,	11312	£4545		3092	479	52	922

TIMBER.

	Pieces.	Tons.	£ Sterling.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.	UNITED STATES.	OTHER COUNTRIES.	
				West Indies.	North America.			
Baddeck,		135	78		78			
Beaver River,		85	176			176		
Great Bras d'Or,		173	85		68		17	
Guysborough,			3		3			
Halifax,	657		60	60				
Liverpool,			31	19		12		
Maitland,	87		71			71		
Parrsborough,			1256	1216	40			
Pictou,		2868	2678	2623	55			
Port Hood,		200	200			200		
Pugwash,			725		725			
Sherbrooke,		1923	1280	1280				
Sydney, C. B.		180	135	135				
Sydney, (North)	38		19		19			
Tatamagouche,		278	227		227			
Tusket,		2	1	1				
Totals,	695	5931	£7025	5314	20	1215	459	17

General

GENERAL STATEMENT OF EXPORTS—*continued.*

TEA.								
PORTS.	TOTAL QUANTITY.		TOTAL VALUE.	EXPORTED TO				
				GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTR'S.
					West Indies.	North America.		
Halifax,	Packages 3041	Lbs.	£ Sterling.		262	15081	25	61
Liverpool,		30	2			2		
Pictou,		1057	71			71		
Ship Harbor,	1		6			6		
Yarmouth,		166	17			17		
Totals,	3041	1253	£15525		262	15177	25	61

TOBACCO.

PORTS.	Packages.	Lbs.	£ Sterling.	GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTR'S.
					West Indies.	North America.		
Halifax,	1483		6771	85		6350		336
Liverpool,		114	6			6		
Ship Harbor,	1		5			5		
Yarmouth,		160	8			8		
Totals,	1484	274	£6790	85		6369		336

WOOD—(FIRE WOOD.)

PORTS.	Cords	£ Sterling.	GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTR'S.
				West Indies.	North America.		
Advocate,	1334	438				438	
Amherst,	20	6			6		
Annapolis,	4510	2943				2943	
Baddeck,	30	5			5		
Barrington,	20	15				15	
Bear River,	4389	3132			4	3128	
Beaver River,	361	209				209	
Canso, (Cape)	8	8				8	
Canada Creek,	5852	2968			118	2850	
Church Point,	3613	2138				2138	
Cornwallis,	216	108			8	100	
Clementsport,	3623	2245			3	2242	
Digby,	4899	3073			3	3070	
French Cross,	1548	840			44	796	
Great Bras d'Or,	16	7			2		5
Guysborough,	51	31			31		
Halifax,	25	20				20	
Horton,	227	18				18	
LaHave,	834	465				465	
Liverpool,	283	249			6	243	
Londonderry,	184	80				80	
Lunenburg,	190	114			12	102	
Maitland,	684	317			69	248	
Parrsborough,	393	180			3	177	

General

GENERAL STATEMENT OF EXPORTS—*continued.*WOOD—(FIRE WOOD)—*continued.*

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				West Indies.	North America.		
Port Medway,	16	8				8	
Pubnico,	309	191				191	
Pugwash,	6	3			3		
Sydney, (North)	3	2					2
Sheet Harbor,	30	15			15		
Thorne's Cove,	2973	1797				1797	
Truro,	208	60				60	
Tusket,	455	267				267	
Walton,	180	90				90	
Westport,	159	102				102	
Weymouth,	4063	3102				3102	
Wilmot,	5046	2846			35	2811	
Windsor,	30	19				19	
Yarmouth,	42	33				33	
Totals,	46830	£28144			367	27770	7

WOODWARE.

	£ Sterling.	GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
			West Indies.	North America.		
Annapolis,	28			28		
Canso, (Cape)	244			244		
Canada Creek,	57			3	54	
Clementsport,	22			4	18	
Guysborough,	9			9		
Halifax,	8675	60		3311	245	5059
Liverpool,	26			23	3	
Lunenburg,	21				21	
Pictou,	196			196		
Port Hood,	32			796	15	21
Pugwash,	8			8		
Shelburne,	6			6		
Ship Harbor,	136			136		
Sydney, C. B.	34	34				
Sydney, (North)	209			209		
Tatamagouche,	4			4		
Windsor,	25				25	
Yarmouth,	84		34	50		
Totals,	£10616	94	34	5027	381	5080

WINE.

	Packages.	£ Sterling.	GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.
				West Indies.	North America.	
Halifax,	254	3729	20	1708	1911	90
Totals,	£254	3729	20	1708	1911	90

General

GENERAL STATEMENT OF EXPORTS—*continued.*

MISCELLANEOUS.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRY'S.
				West Indies.	North America.		
		£ Sterling.					
Amherst,		219			32	187	
Annapolis,		198			183	15	
Antigonishe,		165			165		
Arichat,		612			500	112	
Baddeck,		18			18		
Barrington,		19			13	6	
Bear River,		100		39	61		
Bridgeport,		5				5	
Canso, (Cape)		98			98		
Cornwallis,		22			8	14	
Clementsport,		76			68	8	
Digby,		871			850	21	
French Cross,		72			72		
Halifax,		29594	1119	900	25222	1645	708
Horton,		58			26	32	
Joggins,		556				556	
Lallave,		410			101	302	7
Liverpool,		73		7	14	52	
Londonderry,		64			41	23	
Maitland,		1			1		
Parrsborough,		25			25		
Pictou,		2781	7		279	2495	
Port Medway,		20		20			
Pugwash,		57			25	32	
Shelburne,		13				13	
Ship Harbor,		14			14		
Sydney, C. B.		1					1
Sydney, (North)		176			176		
Sheet Harbor,		100			100		
Tatamagouche,		19				19	
Thorne's Cove,		65			65		
Truro,		3				3	
Tusket,		14		8		6	
Wallace,		3679	517		3162		
Westport,		54				54	
Windsor,		1215			840	375	
Yarmouth,		330		51	117	152	10
Totals,		£41797	1643	1025	32276	6127	726

GENERAL STATEMENT OF EXPORTS,

Shewing the value of merchandize exported from each port in Nova Scotia during twelve months ended 30th September, 1858, and indicating to what country exported.

PORTS.	TOTAL QUANTITY.	TOTAL VALUE. £ Sterling.	EXPOLTED TO				
			GREAT BRITAIN.	BRITISH COLONIES. West Indies.	North America.	UNITED STATES.	OTHER COUNTRIES.
Advocate,		2451			1072	1379	
Amherst,		4451	492		2351	1608	
Annapolis,		13332		166	8523	4643	
Antigonishe,		7391			7391		
Arichat,		15637			1314	1209	13114
Baddeck,		5610			5610		
Barrington,		13460	518		761	11145	
Bear River,		5897		961	295	3435	
Beaver River,		627		2167		627	
Bridgeport,		1572				1572	
Canso, (Cape)		7664			4869	2795	
Canuta Creek,		18479			3696	14783	
Church Point,		4476		2065	96	2315	
Cornwallis,		37050			1907	35143	
Clementsport,		3770			1392	2378	
Digby,		9951		341	5834	3776	
French Cross,		3477			1201	2276	
Great Brus d'Or,		8704			8279		425
Guysborough,		596			596		
Halifax,		777709	39274	162177	233649	184132	158477
Hantsport,		3199	1328			1869	
Horton,		12449			554	11895	
Joggins,		3069			1591	1478	

LaHave,	3802				1912	1139	757
Liverpool,	27830		22139		3046	1367	1287
Londonderry,	19250				13289	5961	
Lunenburg,	686				363	323	
Maitland,	3291				205	2996	
Parisborough,	5463				734	2072	
Pictou,	64151				7594	52367	327
Port Medway,	18630		15396		1832	237	1165
Port Hood,	2157				1807	215	136
Pubnico,	3222					3222	
Pugwash,	11696				1872	92	
Ragged Islands,	14882		14349			533	
Shelburne,	3691		2489		652	550	
Sherbrooke,	1601						
Ship Harbor,	7212				7212		
Sydney, C. B.	812					85	96
Sydney, (North)	29501				23054	5043	1404
Sheet Harbour,	953				953		
Tatamagouche,	3041				2428	108	
Thorne's Cove,	3590				562	2028	
Truro,	2365				60	2305	
Tusket,	3297		1338			1959	
Wallace,	3679				3162		
Waldon,	2150					1912	
Westport,	8422		1044		2106	5272	
Weymouth,	8202		4755		94	3353	
Witnol,	16820				10916	5904	
Windsor,	13609				1080	12124	
Yarmouth,	20356		3212		4727	9028	338
Totals,	£1264298	61762	232599	380641	408645	180651	

Statement of exports from the port of Halifax during twelve months ended 30th September, 1858, shewing the quantity and value of articles, and indicating to what country exported.

ARTICLES.	TOTAL QUANTITY.	TOTAL VALUE.	EXPORTED TO				
			GREAT BRITAIN.	BRITISH COLONIES.		UNITED STATES.	OTHER COUNTRIES.
				North America	West Indies.		
Apples and Plums,	<i>pkts.</i> 904	£ Sterling. 624	20	572	25	7	7
Ale and Porter,	<i>do.</i> 1354	3110		1040	1914	156	156
Alewives,	<i>do.</i> 16197	11213		56	5408	1496	1496
Beef,	<i>qrs.</i> 57 <i>do.</i> 454	1171		773	3	295	295
Bread,	<i>do.</i> 3000	2523		2459	35	29	29
Butter,	<i>do.</i> 3164	7538	2	2934	4223	379	379
Brandy,	<i>do.</i> 200	2321		1336	740	15	15
Cheese,	<i>do.</i> 139	215		181	7	27	27
Coffee,	<i>bags</i> 334	1294		1289		5	
Coals,	<i>tons</i> 229	129		14	10	105	105
Corn and Oatmeal,	<i>pkts.</i> 1768	1600		1374	76	150	150
Cordage and Canvas,	<i>cwt.</i> 266031	207149		191	88195	8889	109874
Cotton and Woollen Man.		870		870			
Eggs,		23909		22361	1333		
Flour,	<i>pkts.</i> 19910	22761		21929		832	832
Fruit,	<i>do.</i> 16959	7686	62	4863	1095	96	96
Furs,	<i>do.</i> 106	10050	10020	30	6		
Gypsum,	<i>do.</i> 6	6					
Geneva and Whiskey,	<i>pkts.</i> 369	3208		3208			
Hardware,		7266		6834	77	18	18
Herrings,	<i>bars.</i> 16845 <i>bls.</i> 121407	90226	671	2057	27598	7751	7751
Hides and Skins,	<i>no.</i> 1600 <i>pkts.</i> 242	4693	2175	1318	550		
Horned Cattle,	<i>do.</i> 43	550			25		
Horses,	<i>do.</i> 1	25					

Leather & Leather Man'fctrs.		4237		4160	52	25	
Laths and Pickets,		13	13				
Lobsters,	<i>pkts.</i> 407	2542	1021	100	7	33	33
Lumber,	<i>m.</i> 2913	6546		1358	1631	3507	3507
Mackerel,	<i>bls.</i> 57142	106001	3		13330	4551	4551
Molasses,	<i>pkts.</i> 5816	40673	11967	28351	55	21	21
Oats and Barley,	<i>bus.</i> 2115	211	5679	149	41	602	602
Oil, (Fish and Seal)	<i>pkts.</i> 7313	27333		2376	6366	553	553
Pork and Hams,	<i>do.</i> 2344	9086		8529	4	80	80
Potatoes and Vegetables,	<i>bus.</i> 9138	1151		49	84		
Rice,	<i>pkts.</i> 176	321		321			
Rum,	<i>do.</i> 396	6752		6032	120	8	8
Salt,	<i>hds.</i> 36760	14063		14955			
Seale Fish,	<i>cwt.</i> 40674	22408		26	1662	20140	20140
Salmon,	<i>pkts.</i> 2767	10676	22	194	2225	305	305
Shad, Halibut, &c.	<i>do.</i> 703	684	5	31	45	127	127
Sheep,	<i>m.</i> 6359	2786		274	1638	874	874
Shingles,		549	60	170	93	224	224
Staves and Hoops,		33			20	13	13
Spars and Knees,	<i>pkts.</i> 1538	1095		936	141	18	18
Soap,	<i>do.</i> 3679	46124	6210	38364	373	2	2
Sugar,	<i>pcs.</i> 657	60	60				
Timber,	<i>pkts.</i> 3041	15429		15081	262	61	61
Tea,	<i>do.</i> 1483	6771	85	6350	1708	336	336
Tobacco,	<i>do.</i> 254	3729	20	1911			
Wine,	<i>cds.</i> 25	20	60	3311	20	5059	5059
Wood,		8675	1119	25222	900	708	708
Woodware,		29594					
Miscellaneous,							
Totals,		£777699	39274	233639	162177	184132	158477

Comparative

Financial secretary's office, 30th September, 1858.

JOHN J. MARSHALL, Fin. secretary.

Comparative statement of the value of principal articles of merchandize exported from the province of Nova Scotia during the years 1856 and 1858.

ARTICLES.	TOTAL VALUE, STERLING.		INCREASE.	DECREASE.	TOTAL DECREASE.
	1856.	1858.			
Apples and Plums,	5675	5550		125	
Ale, Porter and Cider,	2574	3110	536		
Alewives,	10941	13303	2362		
Beef,	3892	2288		1604	
Bread,	2858	2580		278	
Brandy, Geneva, and Whiskey,	10645	5548		5097	
Butter,	27844	22175		5669	
Cheese,	2408	755		1293	
Coals,	86027	80171	1003	5856	
Codfish,	250042	251045			
Coffee,	1324	1296		28	
Corn Meal,	7389	1755		5634	
Cotton and Woollen Manufactures,	25439	24745		694	
Eggs,	1446	2222	776		
Flour,	25001	24637		364	
Fruit,	4379	7938	3559		
Furs,	16410	10057		6353	
Gypsum,	12297	13803	1506		
Hardware,	14702	21356	6654		
Herrings,	88285	112097	23812		
Hides and Skins,	7030	5532		1498	
Horned Cattle,	27799	19221		8578	
Horses,	526	668	142		
Leather and Leather Manufactures,	4645	4283		302	
Lumber,	79948	83273	3325		
Mackerel,	178620	117274		61346	

Molasses,	69587	41438		28149	
Oats and Barley,	4709	1812		2897	
Oils, (Fish and Seal)	34819	31421		3398	
Pork and Hams,	6679	13405	6726		
Potatoes and Vegetables,	53431	92712	39281		
Rum,	19153	6752		12401	
Scale Fish,	30706	24002		6704	
Salmon,	16589	11754		4835	
Sheep,	7228	5435		1793	
Shingles,	5372	4516		827	
Staves and Hoops,	9666	1539		8127	
Spars and Knees,	6760	2352		4414	
Soap,	1595	1096		499	
Sugar,	81151	46143		35008	
Timber,	11264	7025		4239	
Salt,	10785	15268	4483		
Tea,	16841	15525		1316	
Tobacco,	5151	6790	1639		
Wine,	7668	3729		3939	
Wood, (Fire Wood)	32576	28144		4432	
Miscellaneous,	43436	66729	23293		
Totals,	£1372958	1264298	119097	227757	108660

Financial secretary's office, 30th September, 1858.

JOHN J. MARSHALL, Financial secretary.

GENERAL STATEMENT OF

Shewing value of merchandize entered at and exported from each port in N. S. during 12 months

PORTS.	TOTAL VALUE, STERLING.		Exports exceed Im- ports.	Imports exceed Ex- ports.	GREAT BRITAIN.	
	Imports.	Exports.			Imports.	Exports.
Advocate,	£1818	2451	633			
Amherst,	12306	4451		7855		492
Annapolis,	12777	13332	555			
Antigonishe,	2047	7391	5344			
Arichat,	12811	15637	2826		1950	
Barrington,	10731	13460	2729			518
Bear River,	3526	5897	2368			
Beaver River,	1032	627		405		
Bridgeport,	59	1572	1513			
Baddeck,	961	5610	4649			
Canso, (Cape)	9431	7664		1767	77	
Canada Creek,	9853	18479	8626			
Church Point,	5994	4476		1518		
Cornwallis,	19457	37050	17593			
Clementsport,	2724	3770	1046			
Digby,	13300	9951		3349		
French Cross,	1786	3477	1691			
Great Bras d'Or,	768	8704	7936			
Guysborough,	825	596		229		
Halifax,	1247726	777709		470017	495516	39274
Horton,	7466	12449	4983			
Hantsport,	416	3197	2781			1328
Joggins,	1973	3069	1096			
LaHave,	758	3802	3044			
Liverpool,	16865	27839	10974		3	
Londonderry,	11743	19250	7507			
Lunenburg,	193	686	493			
Maitland,	6286	3201		3085		
Parrsborough,	3908	5463	1555			2657
Pictou,	53342	64151	10809		27390	3863
Port Medway,	4388	18630	14242			
Port Hood,	331	2157	1826			
Pubnico,	5012	3222		1790		
Pugwash,	784	11696	10912			9732
Ragged Islands,	6208	14882	8674			
Shelburne,	1058	3691	2633		287	
Sherbrooke,	328	1601	1273			1601
Ship Harbor,	10764	7212		3552		
Sydney, C. B.	1450	811		639		632
Sydney, (North)	8777	29501	20724		3500	
Sheet Harbor,	170	953	783			
Tatamagouche,	355	3041	2686			505
Thorne s Cove,	1779	2590	811			
Truro,	7647	2365		5282		
Tusket,	4950	3297		1652		
Wallace,	20	3679	3659			517
Walton,	1500	2150	650			238
Westport,	4107	8422	4315			
Weymouth,	5908	8202	2294			
Wilmot,	15568	16820	1252			
Windsor,	16815	13609		3206	537	405
Yarmouth,	14314	20356		23958	255	
Totals,	£1615118	1264298	177485	528305	529731	61762

Financial secretary's office, 30th September, 1858.

IMPORTS AND EXPORTS,

ended 30th Sept., 1858, and indicating from what country imported, and to what country exported.

BRITISH WEST INDIES.		BRITISH NORTH AMERICA.		UNITED STATES.		OTHER COUNTRIES.	
Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
			413		1405		1379
			6673		2351		5633
			6412		8523		6104
			573		7391		1474
			1805		1314		6793
			668		761		9917
			1157		295		2205
					1032		627
			59				1572
			961		5610		
			8324		4869		1030
			3851		3696		6002
			592		96		5033
			5209		1907		14248
			920		1392		1804
			7619		5834		5634
			630		1201		1156
			768		8279		
			825		596		
			215203		233649		360987
			1045		554		6421
			323		1591		1650
			144		1912		614
			3624		3046		11555
			1902		13289		9841
			62		363		131
			471		205		5815
			614		734		3294
			8127		7594		17825
			65		1832		3988
			13		1807		318
			190		1872		594
			1915		14349		4293
			178		2489		880
							41
					10265		7212
					900		650
					1961		23054
					180		953
					82		2428
					280		562
					1158		60
							3162
							1430
							2106
							94
							10916
							3366
							1080
							3669
							4223
							35367
							9432
							1788
							3489
							47841
							232599
							312582
							380641
							583675
							408645
							141289
							180651

JOHN J. MARSHALL, Fin. secretary.

An account of the number and tonnage of vessels entered inwards at each port in Nova Scotia from each Country, during twelve months ended 30th September, 1858, with the number of men navigating the same—distinguishing vessels with cargoes from those in ballast, and distinguishing British from Foreign ships.

GREAT BRITAIN.

Countries from which vessels entered inwards according to the regulated arrangements of countries.	WITH CARGOES.						IN BALLAST.					
	BRITISH.			FOREIGN.			BRITISH.			FOREIGN.		
	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.
Arichat,	3	447	26									
Canso, (Cape)	1	156	6									
Digby,							1	124	7			
Halifax,	102	59726	3828	4	1948	64						
Pictou,	6	2164	65									
Pugwash,							14	5983	181	4	1899	52
Sherbrooke,	1	345	11									
Sydney, (North)	1	259	10				7	1893	63			
Windsor,	3	720	25				1	226	10			
Yarmouth,	5	1090	34				1	81	7			
Totals,	122	10607	4005	4	1948	64	24	8307	268	4	1899	52

B. N. A. COLONIES.

Amherst,	27	1445	103				2	113	8			
Annapolis,	89	6016	416				25	3707	226			
Antigonishe,	8	623	40				13	1025	57			
Arichat,	23	1383	118				9	636	50			
Advocate,	5	301	20									
Barrington,	6	220	22									
Bridgeport,	1	87	5				4	493	22	6	1185	37
Bear River,	15	372	42									
Baddeck,	5	378	25				4	211	17			
Canso, (Cape)	34	1715	164	3	204	27						
Canada Creek,	64	2060	208				7	213	22			
Church Point,	15	165	15									
Cornwallis,	45	1678	146									
Clementsport,	40	747	121				1	25	3			
Digby,	85	11491	534				59	11764	569			
French Cross,	15	609	49				4	148	12			
Guysborough,	3	147	12									
Gr. Bras d'Or,	2	122	9				19	1241	82			
Halifax,	662	40894	3314	11	1043	83	10	1221	111	1	60	11
Horton,	23	968	78									
Hantsport,							3	153	21			
Joggins,	9	548	39				29	1635	115			
Lallave,	5	488	30				3	275	15			
Liverpool,	2	231	14				7	881	45			
Londonderry,	21	1471	99									
Maitland,	14	733	57				1	44	4			
Parrsborough,	18	1148	73	1	96	3	3	544	23			

REGISTRY OF SHIPPING —*continued.*B. N. A. COLONIES.—*continued.*

Countries from which vessels entered inwards according to the regulated arrangement of countries.	WITH CARGOES.						IN BALLAST.					
	BRITISH.			FOREIGN.			BRITISH.			FOREIGN.		
	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.
Pictou,	92	4883	406				208	20212	1263	31	2048	60
Port Medway,	8	1024	54				26	3684	170	1	166	6
Port Hood,	1	46	4									
Pugwash,	4	210	15				34	1117	109			
Ragged Islands,				1	117	5						
Sherbrooke,							1	345	11			
Ship Harbor,	35	1888	162				4	236	19	1	87	12
Sydney, C. B.	2	261	14				1	137	7			
Sydney, (North)	7	313	25				241	24277	1339	4	868	24
Sheet Harbor,	20	1210	78									
Tatamagouche,	3	67	6				12	540	39			
Truro,	12	668	53									
Thorne's Cove,	8	297	26									
Wallace,	20	929	87				11	882	61			
Walton,	1	48	4									
Westport,	28	986	94				3	173	13			
Weymouth,	9	332	32				5	200	20			
Wilmot,	94	3519	304				17	769	60			
Windsor,	50	10974	412	1	98	4	41	9957	412	7	1033	40
Yarmouth,	28	1677	118				9	1281	52			
Totals,	1059	105456	7653	17	1558	122	816	88124	4977	31	5447	210

BRITISH WEST INDIES.

	NO.	TONS.	MEN.		NO.	TONS.	MEN.
Annapolis,	3	436	18		1	87	5
Barrington,	2	206	14				
Bear River,	1	112	7		2	293	12
Church Point,	4	406	23		1	91	6
Digby,	1	95	5				
Halifax,	46	7789	506		24	3781	250
Lallave,	1	97	6				
Liverpool,	28	4972	214		11	1674	79
Port Medway,	3	343	18		6	937	40
Pubnico,	1	137	6				
Ragged Islands	19	1212	117		1	58	6
Shelburne,	2	135	11				
Sydney, (North)					6	918	49
Tusket,	2	264	13				
Westport,	1	64	5				
Weymouth,	4	484	26		6	703	46
Windsor,	1	161	7				
Yarmouth,	7	705	35				
Totals,	126	17618	1031		59	8452	493

REGISTRY OF SHIPPING.—*continued.*

UNITED STATES.

Countries from which vessels entered inwards according to the regulated arrangement of countries.	WITH CARGOES.						IN BALLAST.					
	BRITISH.			FOREIGN.			BRITISH.			FOREIGN.		
	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.
Amherst,	19	1372	99									
Annapolis,	56	4477	289	3	210	12	28	2290	145			
Antigonishe,	3	301	17				1	76	5			
Arichat,	149	15533	731	1	78	4	30	2911	186			
Advocate,	16	1308	74				1	43	4			
Barrington,	39	1952	163				4	149	17			
Beaver River,	9	640	46							1	174	5
Bridgeport,												
Bear River,	54	4823	292				18	1559	75			
Baddeck,	1	116	6									
Canso, (Cape)	3	239	16	3	183	25						
Canada Creek,	69	5456	345				54	3702	248	2	192	8
Church Point,	87	5635	418				17	1317	87			
Cornwallis,	43	3382	192				2	123	8			
Clementsport,	42	4306	251	5	485	25	8	648	41	1	97	5
Digby,	89	7307	436				15	1204	74			
French Cross,	18	1607	86				12	1116	57			
Halifax,	290	52332	3581	28	4154	162	20	14570	1488	14	1104	104
Horton,	39	2910	184				2	174	10			
Hantsport,	16	1760	93				53	4678	269			
Joggins,	14	888	67				8	495	36	2	321	11
LaHave,	18	1362	86				8	519	35	1	82	4
Liverpool,	20	1987	122	4	398	21	3	390	21			
Londonerry,	60	5309	307				2	168	10			
Lunenburg,	1	84	6									
Maitland,	87	6707	458				15	1647	86			
Parrsborough,	26	2519	134	1	51	4						
Pictou,	49	10413	365	4	591	19	101	17133	676	56	10996	307
Port Medway,	8	1526	57	1	129	5	4	445	25	3	1160	29
Port Hood,	2	205	13	1	70	1						
Pubnico,	48	2544	179				1	47	4			
Pugwash,	1	20	4									
Ragged Islands,	7	529	39									
Shelburne,	4	316	20							1	60	5
Ship Harbor,	3	323	19	19	1535	212						
Sydney, C. B.	7	756	39									
Sydney, (North)	16	1853	94	1	91	3	26	2551	129	5	925	29
Tatamagouche,	1	38	4							2	599	19
Truro,	19	1277	94	1	96	6				1	197	6
Thorne's Cove,	56	4105	282				16	909	74			
Tusket,	20	1280	110	1	132	6	1	61	5			
Wallace,	1	383	14									
Walton,	30	2733	179				12	929	65			
Westport,	53	2327	190				12	778	46			
Weymouth,	39	2862	189	6	626	38	18	1339	93			
Wilmot,	47	4434	226				35	3055	171			
Windsor,	66	6927	328	2	296	11	24	2622	126	58	9627	320
Yarmouth,	64	9472	556							2	183	23
Totals,	1810	189018	11514	81	9125	565	551	67647	2316	149	25717	875

REGISTRY OF SHIPPING—*continued.*

OTHER COUNTRIES.

Countries from which vessels entered inwards according to the regulated arrangement of countries.	WITH CARGOES.						IN BALLAST.					
	BRITISH.			FOREIGN.			BRITISH.			FOREIGN.		
	NO.	TONS.	MEN.	NO.	TONS.	MFN.	NO.	TONS.	MEN.	NO.	TONS.	MFN.
Arichat,	4	423	27				1	179	10			
Bridgeport,										1	219	6
Baddeck,							2	145	10			
Gr. Bras d'Or,							10	361	34			
Halifax,	151	16259	971	7	580	51	25	2824	167	3	231	18
LaHave,							4	301	19			
Liverpool,	3	418	21				2	347	18			
Pictou,							5	367	20	8	1742	53
Port Medway,							2	313	14			
Pugwash,										1	388	12
Shelburne,							1	40	4			
Sydney, C. B.										1	48	5
Sydney (North Sheet Harbor,				1	51	4	12	1161	54	17	1215	107
Yarmouth,	5	295	23				1	50	4			
Totals,	163	17395	1042	8	631	55	65	6088	354	31	3843	201

Abstract

ABSTRACT OF THE FOREGOING RETURNS.

COUNTRIES FROM WHICH VESSELS ENTERED.	BRITISH SHIPS.				FOREIGN SHIPS.				TOTALS.							
	IN CARGOES.		IN BALLAST.		IN CARGOES.		IN BALLAST.		IN CARGOES.		IN BALLAST.		IN CARGOES.		IN BALLAST.	
	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.	
Great Britain,	122	10607	4005	24	8307	268	4	1948	64	4	1899	52	154	22761	4389	
British North American Colonies,	1059	105456	7653	816	88124	4977	17	1558	122	31	5447	210	1925	200585	12962	
British West Indies,	126	17618	1031	59	8152	493							185	26070	1534	
United States,	1810	189018	11514	551	67647	2316	81	9125	565	149	25717	875	2591	291507	15270	
Other countries,	163	17395	1042	65	6088	354	8	631	55	31	3813	201	267	27597	1652	
Totals,	3280	340094	25245	1515	178618	8408	110	13262	806	215	36906	1338	5122	568880	35807	

JOHN J. MARSHALL, Fin. secretary.

Financial secretary's office, 30th September, 1858.

An account of the number and tonnage of vessels cleared outwards at each port in Nova Scotia to each Country, during twelve months ended 30th September, 1858, with the number of men navigating the same—distinguishing vessels with cargoes from those in ballast, and distinguishing British from Foreign ships.

GREAT BRITAIN.

Countries from which vessels cleared outwards according to regulated arrangements of countries.	WITH CARGOES.						IN BALLAST.					
	BRITISH.			FOREIGN.			BRITISH.			FOREIGN.		
	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.
Amherst,	4	607	29									
Barrington,	1	210	8									
Halifax,	35	29110	2857				1	1001	110			
Hantsport,	2	433	17									
Parrsborough,	8	1720	70									
Pictou,	8	3221	87									
Pugwash,	13	5399	167	4	1642	55						
Sherbrooke,	6	1709	57									
Sydney, C. B.	1	269	11									
Tatamagouche,				1	349	12						
Wallace,	1	383	14									
Walton,	1	221	10									
Windsor,	1	226	8									
Yarmouth,	1	162	8									
Totals,	83	44053	3357	5	1991	67	1	1001	110			

B. N. A. COLONIES.

Amherst,	23	1140	83									
Annapolis,	88	6098	425				26	3819	217			
Antigonishe,	22	1620	101				2	137	8			
Arichat,	27	1950	158				41	2430	171			
Advocate,	5	300	20				1	336	10			
Barrington,	5	185	18				1	30	3			
Bear River,	16	418	49									
Baddeck,	16	1097	75									
Canso, (Cape)	31	1354	188									
Canada Creek,	57	1407	177				5	152	15			
Church Point,	1	103	5									
Cornwallis,	28	870	92				6	205	18			
Clementsport,	32	577	94				6	98	18			
Digby,	64	7163	366				80	15952	728			
French Cross,	17	1016	65				1	87	5			
Guysborough,	4	161	13									
Great Brasd'Or	29	1789	135				1	224	10			
Halifax,	694	49080	4439	5	423	23	22	4267	141			
Horton,	10	285	32									
Joggins,	51	2432	182									
LaHave,	17	1569	98									
Liverpool,	17	1703	98	2	188	9						
Londonderry,	19	1230	87									
Lunenburg,	3	276	19									

REGISTRY OF SHIPPING —*continued.*B. N. A. COLONIES.—*continued.*

Countries from which vessels cleared outwards according to the regulated arrangement of countries.	WITH CARGOES.						IN BALLAST.					
	BRITISH.			FOREIGN			BRITISH.			FOREIGN.		
	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.
Maitland,	12	604	49				2	114	8			
Parrsborough,	11	511	36									
Pictou,	153	6518	528				107	15708	1048	1	103	4
Port Medway,	15	1044	77									
Port Hood,	4	286	19									
Pugwash,	37	1810	132									
Shelburne,	5	300	24									
Ship Harbor,	48	2246	231				2	83	7			
Sydney, (North)	261	27996	1707				2	510	19			
Sheet Harbor,	6	302	26									
Tatamagouche,	21	1204	91									
Truro,				1	96	6	8	585	40			
Thorne's Cove,	6	250	21									
Tusket,							1	266	10			
Walton,							1	99	8			
Wallace,	24	1239	74				3	117	9			
Westport,	20	643	67				4	234	16			
Weymouth,	15	565	55									
Wilmot,	106	4113	345									
Windsor,	22	5990	212				43	12298	498			
Yarmouth,	40	2866	179				5	1127	34			
Totals,	2082	142311	10966	8	707	38	370	58878	3041	1	103	4

BRITISH WEST INDIES.

Annapolis,	3	328	18									
Barrington,	5	563	34									
Bear River,	10	1087	60									
Church Point,	13	1376	80									
Digby,	2	219	12									
Halifax,	135	17119	1143	1	157	6						
LaHave,	1	97	6									
Liverpool,	51	8528	378									
Port Medway,	42	7086	293	3	1136	29						
Ragged Islands	22	1419	124									
Shelburne,	6	523	32									
Tusket,	5	792	33									
Westport,	6	563	33									
Weymouth,	20	2178	130									
Yarmouth,	17	1590	86									
Totals,	338	43378	2462	4	1293	35						

REGISTRY OF SHIPPING.—*continued.*

UNITED STATES.

Countries from which
vessels cleared outwards
according to the regu-
lated arrangement of
countries.

	WITH CARGOES.						IN BALLAST.					
	BRITISH.			FOREIGN.			BRITISH.			FOREIGN.		
	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.
Amherst,	9	577	43									
Annapolis,	93	7559	648	3	210	12						
Arichat,	17	2247	124									
Advocate,	16	1352	76									
Barrington,	27	1258	103				3	114	10			
Beaver River,	10	655	50									
Bear River,	90	6008	295									
Canso, (Cape)	4	305	19	5	353	27						
Canada Creek,	125	9247	588	1	96	4						
Church Point,	88	5671	424									
Cornwallis,	76	6239	364				1	112	5			
Clementsport,	50	4940	289	6	582	30						
Digby,	99	6202	377									
French Cross,	33	2370	131									
Halifax,	194	45077	3556	9	1456	69	3	3200	330	2	339	12
Horton,	44	3613	221									
Hantsport,	64	5385	298									
Joggins,	17	1110	78	1	148	6						
LaHave,	35	2447	172	3	465	17						
Liverpool,	13	992	63	1	87	8						
Londonderry,	16	1292	80									
Lunenburg,	3	255	18	1	198	7						
Maitland,	92	7282	486									
Parrsborough,	25	2103	124	2	147	7						
Pictou,	299	46801	2005	95	19094	615						
Port Medway,	2	93	10	1	129	4						
Port Hood,	1	69	4									
Pubnico,	19	1037	84									
Pugwash,	1	20	4									
Ragged Islands,	3	163	14									
Shelburne,	3	187	13									
Ship Harbor,				1	113	5						
Sydney, C. B.	1	66	5									
Sydney, (North)	51	5694	300	14	2569	99						
Truro,	15	993	72	1	197	6						
Thorne's Cove,	70	4348	317									
Tusket,	20	1160	104									
Walton,	37	3032	197				1	99	8			
Westport,	23	986	85									
Weymouth,	63	4653	314	8	865	51						
Wilmot,	94	6240	458									
Windsor,	159	17666	849	67	10923	368						
Yarmouth,	46	5941	390									
Totals,	2126	223445	13852	219	37632	1335	8	3525	353	2	339	12

REGISTRY OF SHIPPING—*continued.*

OTHER COUNTRIES.

Countries from which vessels cleared outwards according to the regu- lated arrangement of countries.	WITH CARGOES.						IN BALLAST.					
	BRITISH.			FOREIGN.			BRITISH.			FOREIGN.		
	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.
Arichat,	6	841	50									
Barrington,	1	90	6									
Baddeck,	2	96	9									
Gr. Bras d'Or,	9	330	35									
Halifax,	136	14627	903	4	418	26	1	140	8	1	69	8
LaHave,	5	386	24	1	87	7						
Liverpool,	3	465	20									
Pictou,	3	319	20									
Port Medway,	5	689	34									
Port Hood,	1	29	3									
Sydney, (North)	5	283	25	11	650	69				6	424	42
Yarmouth,	8	980	47									
Totals,	184	19135	1176	16	1155	102	1	140	8	7	493	50

Abstract

ABSTRACT OF THE FOREGOING RETURNS.

COUNTRIES FROM WHICH VESSELS ENTERED.	BRITISH SHIPS.						FOREIGN SHIPS.						TOTALS.		
	IN CARGOES.			IN BALLAST.			IN CARGOES.			IN BALLAST.			NO.	TONS.	MEN.
	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.	NO.	TONS.	MEN.			
Great Britain,	83	44053	3357	1	1001	110	5	1991	67			89	47045	3534	
British North American Colonies,	2082	142311	10966	370	58878	3041	8	707	38	1	103	4	2461	201999	14049
British West Indies,	338	43378	2462				4	1293	35				842	44671	2497
United States,	2126	223445	13852	8	3525	353	219	37632	1335	2	339	12	2355	264941	15552
Other countries,	184	19135	1176	1	140	8	16	1155	102	7	493	50	208	20923	1336
Totals,	4813	472322	31813	389	63544	3512	252	42778	1577	10	935	66	5455	579579	36968

JOHN J. MARSHALL, Fin. secretary.

Financial secretary's office, 30th September, 1858.

Statement of the number, tonnage, and value of vessels, owned in the different ports of Nova Scotia on the 30th September, 1858, indicating those built during twelve months; showing also those sold out of the province, and whither sent for sale.

PORTS.	VESSELS OWNED.		BUILT IN 1858.		SENT FOR SALE TO				
	NO.	TONS.	VAL. C'Y.	NO.	TONS.	VAL. C'Y.	NO.	TONS.	VAL. C'Y.
Advocate,	3	257	850						
Amherst,	12	858	8625						
Annapolis,	60	5177							
Antigonishe,	6	432	3600	5	465	5300			
Arichat,	251	14594	60499	2	144	1400			
Baddeck,	8	574	5740	7	535	3530			
Barrington,	88	4730	34229	7	391	5500			
Bear River,	1	1492	11600	1	93	1400			
Beaver River,	15	1596	11843						
Canso, (Cape)	31	989	6240	3	232	2600			
Canada Creek,	19	1134	8540	3	998	5625			
Church Point,	19	2165	15280						
Cornwallis,	18	1334	11550	1	36	500			
Clementsport,	10	787	8280	3	160	1950			
Chester,	31	1068	7060	4	304	3300			
Digby,	43	3690	26275						
French Cross,	5	450	3700						
Great Bras d'Or,	4	154	670	1	53	600			600
Guysborough,	12	665	5040	2	196	1800			1800
Halifax,	384	23956	240657	1	162	2000	3	471	4240
Hantsport,	30	5591	49050	1	97	1200			
Horton,	11	868	5800	1	102	4875			1000
Harbour au Bouche,	6	473	3700	2	199	1800			
Liverpool,	52	5513	49225	31	1393	17790			
Londonderry,	22	2059	14025						
Lunenburg,	220	8337	70010						
Little River,	9	662	4870						1380

PORTS.	VESSELS OWNED.		BUILT IN 1858.		SENT FOR SALE TO					
	NO.	TONS.	VAL. C'Y.	NO.	TONS.	VAL. C'Y.	NO.	TONS.	VAL. C'Y.	
Maitland,	33	3975	26310	1	116	1400				
Margaree,	13	428	3450	1	25	400				
McNair's Cove,	8	220	884							
Parrsborough,	67	5722	29815	2	109	950				
Pictou,	57	14927	99790	15	3972	27590				
Port Medway,	19	1390	13575	2	134	1800				
Port Hood,	3	84	375							
Pubnico,	50	2274	11210							
Pugwash,	6	555	3950							
Ragged Islands,	23	1072	11525							
Sandy Cove,	12	955	5575	7	313	5000				
Shelburne,	13	697	8275	7	289	5500				
Sherbrooke,	5	555	4100	1	343	2500				
Ship Harbor,	4	154	1000	1	16	150				
Sydney, C. B.	51	2965	21475	2	96	850				
Sydney, (North)	9	672	4140							
Sheet Harbour,	24	1189	8390							
St. Ann's,	3	73	405							
Tatamagouche,	9	557	4170	4	431	4060			4060	
Thorne's Cove,	22	1677	11800							
Truro,	5	311	2910							
Tusket,	19	1599	9640	8	911	5550				
Wallace,	3	316	3050	3	316	3050			3050	
Walton,	21	2115	11200	2	159	1600				
Westport,	31	1747	11085							
Weymouth,	22	2501	28534	4	713	8350				
Wilmot,	16	1082	6500	1	64	350				
Windsor,	52	12383		4	1344					
Yarmouth,	125	35300	284265	6	1152	21210				
Totals,	2107	185080	1294356	151	16366	151580	20	6914	48440	27190

JOHN J. MARSHALL, Fin. secretary.

No. 14.—part 2.

A return of the collector at the port of Halifax, of the number of ships, with their tonnage, registered in this province, in the year 1858.

					SHIPS.	TONS.
Halifax,	-	-	-	1	1515	73960
Yarmouth,	-	-	-	2	380	52733
Arichat,	-	-	-	3	253	14504
Sydney,	-	-	-	4	276	11126
Digby,	-	-	-	5	208	16038
Pictou,	-	-	-	6	126	22180
Windsor,	-	-	-	7	176	25781
Lunenburg,	-	-	-	8	125	5210
Liverpool,	-	-	-	9	128	10590
Parrsborough,	-	-	-	10	71	6010
Guysborough,	-	-	-	11	54	3164
Baddeck,	-	-	-	12	2	102
Ship Harbor, Canso Strait,	-	-	-	13	3	119
Pugwash,	-	-	-	14	6	549
Annapolis,	-	-	-	15	4	429
Total,					3327	242495

Custom house, Halifax, N. S. }
 31st December, 1858. }

(Signed)

H. B. PAULIN, com.

GENERAL ABSTRACT—continued.

PORTS.	CRACKERS.		GENEVA.		LEATHER.	MOLASSES.	ONIONS.	RAISINS.	
	Cwts. at 3s. 4d.		Gls. at 2s. 8d.	Gls. at 2s. 8d. and 20 per cent.				Lbs. at 1d.	Gls. at 2½d.
		511	3 7	24829	11655	198402	1165117		157646
Halifax,	7	1 21		22	1959	6432		528	
Annapolis,	7	2 21		86	7731	3628		1170	
Amherst,	1	0 10		72	1659	301		230	100
Antigonish,	4	1 0			1285			50	
Aricat,					1740	5281		1220	
Advocate Harbor,					465	25		10	80
Barrington,	3	2 21			3496	1154	2 0 0	406	312
Beaver River,					2566	442			
Bridgetown,					449	2627		75	
Baddeck,	7	3 0			4879	10808		654	
Bear River,					717	39		50	
Cornwallis,	6	1 0			797	1568			
Cape Canso,	2	2 14			623	5729		24	192
Clementsport,					1272	5272		868	
Church Point,	0	1 22			800	653		60	
Church Point,					1918				
Chester,	0	2 5			1388	1972		850	
Canada Creek,	0	3 0			14	145			
Digby,	11	3 13			125	123			
French Cross,	0	1 22			455	1676		62	
Guysborough,	0	2 7	80	3	151	12117		253	
Great Bras d'Or,				74					
Horton,									
Hantsport,									
Harbor au Boucho,									
Joggins,									
Liverpool,									

Lunenburg,	4	1 0			10938	8030		918	
Londonderry,					120				
LaHave,					2113	937		56	
Little River,					1003	72			
Maitland,						210			
McNair's Cove,					1213	7897		461	100
Margaree,	9	3 20	379	154	8367	1712		173	
North Sydney,	0	3 0		75	1836			386	
Pictou,	0	1 10			1014	960		175	90
Pugwash,								54	
Parrsborough,								12	
Port Hood,								650	
Pubnico,								480	
Port Medway,	1	3 0			117	138			
Ragged Islands,					116	136			
Sydney,					2745	250		96	
Ship Harbor,					296	1296		150	
Shelburne,					114	1798		470	
St. Mary's River,					147	732		25	
Sandy Cove,					809	4954		920	
Truro,	1	1 22		30	1010	7722		335	
Tatamagouche,				69	528	1743		100	
Tusket,	24	2 5		2	131	2860	1 0 0	50	
Thorne's Cove,	4	1 12		4	8924	33166		6631	111
Windsor,									
Wilmot,									
Westport,									
Weymouth,									
Walton,									
Wallace,									
Yarmouth,	28	2 7							
Received from distilleries,	647	2 21	24788	12550	269432	1323629	3 0 0	176299	14765

APPENDIX No. 15.—REVENUE RETURNS.

GENERAL ABSTRACT—continued.

PORTS.	VALUE OF GOODS PAYING ADVALORUM DUTY.			At 20 per cent.	AMOUNT OF DUTY. Sterling.
	At 2½ per cent.	At 10 per cent.	At 20 per cent.		
Halifax,	£58702 5 6	340895 13 4	941 2 0	83580 11 8	
Annapolis,	1006 7 9	4810 6 8	10 15 0	712 15 6	
Amherst,	406 18 5	5856 12 2	41 9 4	872 14 0	
Antigonishe,	8 3 11	1246 9 5	17 11 6	145 10 2	
Arichat,	1595 17 8	3236 12 4	17 12 6	475 13 1	
Advocate Harbor,	369 0 0	154 0 0	25 11 3	86 0 6	
Barrington,	109 14 9	1888 5 1	2 1 9	334 11 1	
Beaver River,	112 10 0	115 9 8	20 6 6	24 15 6	
Bridgetown,	183 5 6	3222 17 8	6 5 0	414 7 5	
Baddeck,	217 14 3	174 17 4	3 12 0	163 10 0	
Bear River,	95 15 4	1062 4 7	0 12 6	169 11 4	
Cornwallis,	612 5 0	6061 15 0	3 17 6	981 15 10	
Cape Cariso,	117 11 4	289 10 2	0 12 6	42 12 2	
Olementsport,	89 18 9	381 1 0	3 17 6	88 7 7	
Church Point,	340 14 6	640 7 8	2 12 0	143 5 1	
Chester,	948 0 0	29 14 0	3 17 6	2 19 5	
Canada Creek,	963 3 1	2073 2 6	2 12 0	321 0 11	
Digby,	151 4 4	5339 12 11	5 3 2	788 14 3	
French Cross,	14 19 10	461 8 3	6 12 0	92 2 1	
Guysborough,		72 12 9		15 6 9	
Great Bras d'Or,		4 0 0		0 8 0	
Horton,		1554 5 11		205 0 8	
Hantsport,		260 0 6		35 12 3	
Harbor au Bouche,		9 7 6		2 14 9	
Joggins,	60 8 10	434 11 1	123 17 5	90 9 3	
Liverpool,	189 5 0	5482 8 4		905 16 3	
Lunenburg,		4 16 0		0 9 7	

APPENDIX No. 15.—REVENUE RETURNS.

Londonderry,	493 10 0	3883 7 11	28 11 3	675 13 1
LaHave,	17 16 0	257 18 6	8 0 6	83 13 9
Little River,		22 12 0		2 5 2
Maitland,	621 3 8	983 2 6	2 14 4	139 17 8
McNair's Cove,	7 2 0	254 3 1	3 8 0	88 8 0
Margaree,				2 3 9
North Sydney,	1464 0 0	2693 15 0		526 10 8
Pictou,	4684 9 10	18127 4 7	51 0 6	2794 16 11
Pugwash,	98 0 0	371 9 10	7 4 5	113 16 0
Parrsborough,	18 13 2	586 12 10	0 15 0	99 12 7
Port Hood,		20 18 0		10 18 10
Pubnico,	5 4 0	268 4 6	0 16 0	41 7 6
Port Medway,	133 15 9	381 17 6	1 5 0	118 11 7
Ragged Islands,		41 0 10		174 8 0
Sydney,	10 18 2	956 14 2	2 14 0	102 1 5
Ship Harbor,	18 14 1	252 13 9		34 1 5
Shelburne,	2 1 0	430 7 3	2 14 0	58 0 10
St. Mary's River,	51 12 9	4 0 0		6 15 3
Sandy Cove,	130 3 2	12 0 0		9 15 3
Truro,	281 4 9	3640 6 10	13 2 3	429 2 2
Tatamagouche,	3 3 6	194 15 3		33 16 6
Tusket,	25 0 0	325 6 3	0 12 6	86 16 11
Thorne's Cove,	15 5 0	221 3 1		46 12 7
Windsor,	1556 17 2	4885 13 0	32 9 3	683 16 6
Wilnot,	607 6 6	4022 6 3		603 0 5
Westport,	46 3 6	638 17 5		110 15 7
Weymouth,	352 15 7	732 0 3		140 19 4
Walton,	70 0 0	51 16 0		11 8 7
Wallace,	1710 4 11	2 10 0		2 6 10
Yarmouth,		11484 13 9	86 9 9	2445 10 9
Received from distilleries,				7815 12 0
	£78720 8 3	440159 11 9	1484 15 8	107934 10 5

Financial secretary's office, 31st Jan. 1859.

JOHN J. MARSHALL, Financial secretary.

Abstract of articles imported into this province on which duty was collected in the year 1858.

ARTICLES.	Gallons.	Lbs.	Cwt. qrs. lbs.	Value of goods.	Rate of duty.	Amount sterling.
Brandy,	12553 ¹¹ / ₁₆				At 2s. 8d. per gal.	1673 16 11
Do.	7004 ³ / ₁₆				2s. 8d. 20 p. c. do.	1120 13 8
Bacon,			3 0 15		9s. per cwt.	1 8 3
Cordials,	229				2s. 8d. per gal.	30 10 8
Do.	19 ¹ / ₂				2s. 8d. 20 p. c. do.	3 1 5
Cheese,		29283			5s. per cwt.	8 19 8
Candles,		6667	53 2 20		1d. per lb.	122 0 3
Do.	204432				3d. per do.	83 6 9
Coffee,	14187				1d. per do.	851 16 0
Do.	494				2d. per do.	118 4 6
Chocolate,			647 2 21		1d. per do.	2 1 2
Crackers,	24788				3s. 4d. per cwt.	107 19 7
Geneva,	12550				2s. 8d. per gal.	3305 1 4
Do.	1323629	269432			2s. 8d. 20 p. c. do.	2008 0 0
Leather,			3 0 0		1d. per lb.	1122 12 8
Molasses,		176299			2 ¹ / ₂ d. per gal.	13787 16 0
Onions,		14765			2s. 6d. per cwt.	0 7 6
Raisins,					4d. per lb.	367 5 9
Do.	23211				4d. per do.	15 7 7
Rum,	12729 ¹ / ₄				1s. 6d. per gal.	1740 16 6
Do.			30203 1 25		1s 6d. 20 p. c. do.	1145 12 7
Sugar,			2818 2 9		7s. per cwt.	10571 4 4
Do.		1008782			10s. per do.	1409 5 9
Tea,		1800			2d. per lb.	8406 10 4
Do.		474198			4d. per do.	30 0 0
Tobacco,	2761				1 ¹ / ₂ d. per do.	2963 14 9
Whiskey,	1984 ² / ₃				2s. 8d. per gal.	368 2 8
Do.					2s. 8d. 20 p. c. do.	317 10 1

Wine,	7550 ⁴				1s. 3d. per do.	471 18 6
Do.	8076				1s. 3d. 20 p. c. do.	605 14 0
Do.	3986				2s. 6d. per do.	498 5 0
Do.	2613 ² / ₃				2s. 6d. 20 p. c. do.	392 0 2
Do.	772 ¹ / ₂				3s. per do.	115 16 6
Do.	228 ² / ₃				3s. 20 p. c. do.	40 19 2
				78720 8 3	2 ¹ / ₂ per cent.	1968 0 8
				440459 11 9	10 per cent.	44045 19 2
				1481 15 8	20 per cent.	296 19 1
Amount received from distilleries,					Total sterling,	7815 12 0
						£107934 10 5

JOHN J. MARSHALL,

Financial secretary.

Financial secretary's office, 31st January, 1859.

Comparative statement exhibiting the increase and decrease of the amount of excise duties collected at the different ports of this province for the years 1857 and 1858.

PORTS.	Sterling Duties, 1857.	Sterling Duties, 1858.	Increase.	Decrease.	Total decrease.
Halifax,	£88170 12 5	83530 11 5		4640 1 0	
Amherst,	1057 18 9	872 14 0		185 4 9	
Antigonish,	155 1 9	145 10 2		9 11 7	
Arichat,	486 6 9	475 13 1		10 13 8	
Advocate Harbor,	35 14 4	36 0 6	0 6 2		
Annapolis,	620 8 4	712 15 6	92 7 2		
Barrington,	246 17 7	334 11 1	87 13 6		
Beaver River,	9 7 7	24 15 5	15 7 11		
Bridgetown,	479 0 6	414 7 5		64 13 1	
Bear River,	181 1 8	169 11 4		11 10 4	
Bridgeport,	8 16 11			8 16 11	
Baddeck,	6 16 0	163 10 0	156 14 0		
Canada Creek,	324 15 10	321 0 11		3 14 11	
Church Point,	178 15 3	143 5 1		35 10 2	
Clementsport,	140 18 8	88 7 8		52 11 0	
Cornwallis,	683 17 1	931 15 10	247 18 9		
Cape Canso,	71 17 9	42 12 2		29 5 7	
Chester,		2 19 5	2 19 5		
Digby,	911 16 19	733 14 3		178 2 7	
French Cross,	58 8 8	92 2 1			
Great Bras d'Or,	39 8 3	0 8 0		39 0 3	
Guysborough,	0 14 4	15 6 9			
Horton,	266 16 0	205 0 8		61 15 4	
Hantsport,	68 1 4	35 12 3		32 9 1	
Harbor au Bouche,	1 8 2	2 14 9	1 6 7		
Joggins,	54 8 6	90 9 3	36 0 9		
Liverpool,	964 5 7	905 16 3		58 9 4	
Lunenburg,	19 1 10	0 9 7		12 12 3	

Londonderry,	534 0 0	675 13 1	141 13 1		
LaHave,	68 10 8	33 13 9		34 16 11	
Little River,	8 12 4	2 5 2		6 7 2	
Maitland,	150 13 8	139 17 8		10 16 0	
McNair's Cove,	165 13 3	88 8 0		77 5 3	
Margaree,		2 3 9	2 3 9		
North Sydney,	576 4 9	526 10 8		49 14 1	
Pictou,	3796 10 8	2794 16 11		1001 13 9	
Parrsborough,	70 12 11	99 12 7	28 19 8		
Pugwash,	112 7 3	113 16 0	1 8 9		
Port Hood,	14 14 0	10 18 10		3 15 2	
Pubnico,	36 8 4	41 7 6	4 19 2		
Port Medway,	72 17 6	118 11 7	45 14 1		
Ragged Islands,	180 14 3	174 8 0		6 6 3	
Sydney,	230 3 6	102 1 5		128 2 1	
Shelburne,	18 7 7	58 0 10	39 13 3		
Ship Harbor,	38 1 2	34 1 5		3 19 9	
Sherbrooke,	55 16 1	6 15 3		49 0 10	
Sandy Cove,	16 1 7	9 15 3		6 6 4	
Tatamagouche,	63 15 7	33 16 6		29 19 1	
Truro,	591 17 11	429 2 2		162 15 9	
Tusket,	72 14 8	86 16 11	14 2 3		
Thorne's Cove,	63 7 0	46 12 7		16 14 5	
Walton,	19 11 4	11 8 7		8 2 9	
Wilmot,	670 6 9	603 0 5		67 6 4	
Windsor,	882 13 10	683 16 6		198 17 4	
Wallace,	106 15 7	2 6 10		104 8 9	
Westport,	178 6 7	110 15 7		67 11 0	
Weymouth,	91 12 6	140 19 4	49 6 10		
Yarmouth,	2671 1 9	2445 10 9		225 11 0	
Received from distilleries,	5083 4 0	7815 12 0	2732 8 0		
	£11184 13 8	107934 10 5	3749 8 11	7698 12 2	3949 3 3

Financial secretary's office, 31st January, 1859.

JOHN J. MARSHALL, Financial secretary.

Comparative statement of the amount of excise duties collected on articles imported into this province for the years 1857 and 1858.

ARTICLES.	Sterling. Duty on imports of 1857.	Sterling. Duty on imports of 1858.	Increase.	Decrease.	Total decrease.
Brandy,	£2816 13 4	2794 10 7		22 2 9	
Bacon,	1 3 10	1 8 3	0 4 5		
Beef,	2 18 0			2 18 0	
Cordials,	10 8 0	33 12 1	23 4 1		
Cheese,	13 0 6	8 19 8		4 0 10	
Candles,	114 9 3	122 0 3	7 11 0		
Do.	94 8 3	83 6 9		11 1 6	
Coffee,	824 1 8	851 16 0	27 14 4		
Do.	164 19 0	118 4 6		46 14 8	
Chocolate,	3 13 2	2 1 2		1 11 10	
Crackers,	71 16 1	107 19 7	36 3 6		
Flour,	50 0 0			50 0 0	
Geneva,	5058 15 10	5313 1 4	254 5 6		
Leather,	990 3 0	1122 12 8	132 9 8		
Molasses,	10612 4 10	13787 16 0	3175 11 2		
Onions,	47 6 8	0 7 6		46 19 2	
Raisins,	223 19 1	367 5 9	143 6 8		
Do	10 2 2	15 7 7	5 5 5		
Rum,	3628 7 9	2886 9 1		741 18 8	
Sugar,	9287 17 1	10571 4 4	1283 7 3		
Do.	1355 17 10	1049 5 9	53 7 11		
Tea,	7642 17 3	8406 10 4	763 13 1		
Do.	45 4 8	30 0 0		15 4 8	
Tobaccoes,	2690 6 0	2693 14 9	273 8 9		

Whiskey,	583 2 5	685 12 9	102 10 4		
Wine,	808 5 9	1077 12 6	269 6 9		
Do.	1137 0 3	890 5 2		246 15 1	
Do.	219 10 9	156 15 8		62 15 1	
Amount on goods at 2½ per cent.,	2886 17 7	1968 0 2		918 17 5	
Do. 6¼ per cent.,	55149 17 6	44045 19 2		11103 18 4	
Do. 10 per cent.,	255 4 2	296 19 1	41 14 11		
Do. 20 per cent.,	5083 4 0	7815 12 0	2732 8 0		
Amount received from distilleries,	£111884 0 0	107934 10 5	9325 12 9	13274 18 0	3949 5 3

JOHN J. MARSHALL,

Financial secretary.

Financial secretary's office, 31st January, 1859.

Comparative statement of the quantities of articles subject to duty imported into this province, for the years 1857 and 1858.

ARTICLES.	Imports 1857.	Imports 1858.	Increase.	Decrease.
Brandy, gallons,	21125	19558 ³ ₃₀	0	1566 ¹⁷ ₂₀
Bacon, &c. cwts.	2	3	1	14 ¹ ₂
Beef, barrels,	14 ¹ ₂	248 ¹	170 ¹ ₆	
Cordails, gallons,	78	53	1	3
Cheese, cwts.	52	3	3	8
Candles, (Tallow) lbs.	27471	29283	1812	886
Candles, (other kinds) lbs.	7553	6667	6652	
Coffee, (green) lbs.	197780	204432		5608
Coffee, (roasted) lbs.	19795	14187		382
Chocolate, lbs.	876	49 ⁴		
Crackers, cwts.	430	647	216	3
Flour, barrels,	1000	2	3	12
Geneva, gallons,	37940 ¹⁰ ₃₀	37338		1000
Leather, lbs.	237636 ¹ ₂	259432		602 ¹⁰ ₂₀
Molasses, gallons,	1018775 ¹ ₂	1323629	31795 ¹ ₂	
Onions, cwts.	378	3	305853 ¹ ₂	375
Raisins, (boxes) lbs.	107498	3	68801	2
Rasiins, (other packages) lbs.	9704	176299	5061	20
Rum, gallons,	48378 ¹ ₂	14765		
Sugar, (brown) cwts.	26536	35940 ¹ ₂	8666	
Sugar, (refined) cwts.	2711	30203	2	27
Tea, (black) lbs.	917143 ¹ ₂	2818	106	3
Tea, (green) lbs.	2714	1008782	91638 ¹ ₂	25
		1800		914

Tobacco, lbs.

Whiskey, gallons,

Wine, gallons,

Ditto

Ditto

Goods at 2¹/₂ per cent. sterling value,

Goods at 6¹/₄ and 10 per cent. sterling value,

Goods at 20 per cent. sterling value,

430448

4373²

12932³

9096¹⁰

1463³

£115475

570314

1276

4

8

0

7

2

11

474198

4745²

15626¹

6599²

1000³

78720

440459

1484

8

11

15

3

9

8

43750

372

2694¹

£208

14

9

4

16

5

2496⁷

463¹⁰

£36754

129854

16

4

16

5

Financial secretary's office, 31st January, 1859.

JOHN J. MARSHALL,

Financial secretary.

Comparative statement of the gross amount of light duties collected at the different ports of this province, for the years 1857 and 1858.

PORTS.	Duties, 1857.	Duties, 1858.	Increase.	Decrease.	Total decrease.
Halifax,	£1924 14 3	1951 1 0	26 6 9		
Amherst,	19 7 6	18 3 0		1 4 6	
Antigonishe,	13 17 0	26 12 6	12 15 6		
Arichat,	262 12 6	290 3 6	27 11 0		
Advocate Harbor,	4 18 0	17 9 6	12 11 6		
Annapolis,	57 19 0	70 2 9	12 3 9		
Barrington,	40 19 6	46 1 9	5 2 3		
Beaver River,	8 1 6	10 7 6	2 6 0		
Bridgeport,	67 15 6	32 4 6	0 3 6	35 11 0	
Bear River,	17 15 0	17 18 6	0 3 6		
Bridgetown,		6 0 3	6 0 3		
Baddeck,		8 6 6	8 6 6		
Canada Creek,	27 2 6	20 6 9	3 15 6	6 15 9	
Church Point,	20 14 6	24 10 0	4 18 6		
Clementsport,	19 0 6	23 19 0	4 18 6		
Cornwallis,	24 1 6	60 2 0	36 0 6		
Cape Canso, (Norris,)	3 13 0	0 19 6	16 1 0	2 13 6	
Do. (Bigelow,)	383 2 6	544 3 6			
Canso Strait,	1215 19 8	925 13 0	24 8 0	290 6 8	
Chester,		24 8 0	24 8 0		
Digby,	40 17 6	32 7 9	3 11 0	8 9 9	
French Cross,	3 6 6	6 17 6	10 11 0	10 11 0	
Great Bras d'Or,	21 9 6	10 18 6	13 15 0	13 15 0	
Guysborough,	19 10 6	5 15 6	2 8 6	32 6 9	
Harbor au Bouche,	11 3 6	13 12 0	2 8 6		
Hantsport,	67 12 9	35 6 0	2 4 6		
Horton,	25 5 0	27 9 6	2 4 6		
Joggins,	34 11 0	23 15 6	12 19 3	10 15 6	
Liverpool,	188 19 0	181 15 6	4 4 3	7 3 6	
Lunenburg,	30 11 6	43 10 9			
Londenderry,	22 12 6	26 16 9	0 8 0		
LaHave,	31 2 6	31 10 6			

Little River,	11 12 3	10 15 0		0 17 3	
Maitland,	49 18 0	40 4 6		9 13 6	
Margaree,	9 6 0	10 1 6	0 15 6		
Mainadieu,		2 8 6	2 8 6		
North Sydney,	606 3 0	443 9 6		162 13 6	
Pictou,	798 10 0	403 5 6		395 4 6	
Parrsborough,	62 10 0	25 9 6		16 7 0	
Pugwash,	91 13 6	75 6 6		7 5 6	
Port Hood,	10 10 6	3 5 0		0 10 3	
Pubnico,	48 19 3	48 9 0			
Port Medway,	42 10 9	76 2 0	33 11 3	2 18 9	
Ragged Islands,	43 9 6	40 10 9	2 12 6		
Sydney,	11 16 0	14 8 6	4 19 6	30 4 6	
Shelburne,	49 2 6	18 18 0		11 1 0	
Ship Harbor,	13 11 6	18 11 0	8 0 6		
St. Mary's,	24 15 6	13 14 6	6 1 0		
Sheet Harbor,	8 0 0	16 0 6	6 12 0	3 5 6	
St. Ann's,	7 4 0	13 5 0	1 12 0	15 11 0	
Sandy Cove,	27 17 6	24 12 0	3 8 6		
Tatamagouche,	31 12 0	16 1 0	6 12 0		
Truro,	2 7 6	8 19 6	1 12 0		
Tusket,	21 19 6	18 11 0	96 5 3	11 12 3	
Thorne's Cove,	38 19 6	40 11 6	3 3 6		
Windsor,	221 2 3	317 7 6	8 5 0		
Walton,	60 16 3	49 4 0	3 5 3		
Wilmot,	29 12 6	32 16 0	34 0 9	6 11 6	
Wallace,	14 6 0	22 11 0			
Westport,	65 5 0	68 10 3			
Weymouth,	50 16 0	44 4 6			
White Head,	222 13 3	34 0 9			
Yarmouth,		188 3 9			
	£7285 15 2	6697 6 3	579 18 6	1168 7 5	588 8 11

Financial secretary's office, 31st Jan. 1859.

JOHN J. MARSHALL, Financial secretary.

No 16.

RECEIVER GENERAL'S ACCOUNT FOR 1858.

*The province of Nova Scotia in account current with the Receiver General from the
1st January to 31st December, 1858.*

DR.

To cash paid advances, per abstract,	£4045	1	11
Chairman of board of works, do.	30121	6	8
Criminal prosecutions, do.	317	1	0
Coroner's inquests, do.	327	10	0
Drawback of duties, do.	3998	3	10
General education, do.	18742	19	6
Judiciary expenses, do.	327	16	8
Legislative expenses, do.	11608	16	0
Miscellaneous expenses, do.	3002	5	11
Militia expenses, do.	93	9	8
Piers and breakwaters, do.	865	18	5
Post communication, do.	5890	9	5
Poor asylum, do.	2025	0	0
Provincial railway, do.	32975	19	3
Public printing, do.	1244	7	9
Revenue expenses, do.	10437	2	3
Rations to troops, do.	21	4	6
Support of Indians, do.	387	0	6
Support of agriculture, do.	317	13	4
Support of transient poor, do.	343	6	5
Support of packets, steamboats and ferries, do.	1746	10	0
Salaries of officers of government, do.	15740	16	8
Copyright,	25	10	11
Interest,	4968	6	4
Casual revenue,			
St. Peter's canal,	2000	0	0
Wrecks,	970	3	2
Copper coin,			
Savings' bank,	1300	0	0
Prothonotaries,			
Crown land department,	3200	0	0
Port Hood harbor dues,	43	11	3
New court house,	200	0	0
	£157287	11	4

ROAD SERVICE.

To paid for road advances,	£1049	2	8
Road compensation,	710	9	5
Old road votes,	1490	5	9
Annapolis,	1348	18	0
Colchester,	1212	9	8
Cumberland,	1238	0	9
Cape Breton,	1470	9	3
Digby,	1156	3	1
Guysborough.	976	3	11
Halifax,	1476	16	1

Hants,

Hants,	£1330	18	7	
Inverness,	1470	13	2	
Kings,	1522	13	9	
Lunenburg,	1495	4	5	
Pictou,	1685	14	2	
Queens,	1171	10	10	
Richmond,	1328	19	11	
Sydney,	1262	6	4	
Shelburne,	1213	12	8	
Victoria,	1268	18	8	
Yarmouth,	1209	19	0	
				27089 10 1
Balance,				1223 2 5
				<u>£185600 3 10</u>

CR.

By balance at this date, £6593 14 5

Cash received for colonial duties, viz .

From Halifax,	£104400	0	0
Annapolis,	1031	5	11
Amherst,	1078	17	4
Antigonishe,	205	14	0
Arichat,	765	12	9
Advocate Harbor,	71	12	3
Barrington,	382	11	0
Baddeck,	93	15	0
Beaver River,	29	18	11
Lingan,	32	18	0
Bridgetown,	573	15	2
Bear River,	250	3	4
Cornwallis,	1182	10	6
Chester,	8	10	0
Cape Canso,	121	6	9
Canada Creek,	417	13	1
Clements Port,	136	6	1
Church Point, Clare,	239	18	5
Digby,	985	4	8
French Cross,	103	15	4
Guysborough,	26	2	4
Great Bras d'Or,	35	7	6
Horton,	484	15	6
Hantsport,	135	9	8
Harbour au Bouche,	11	10	8
Joggins,	121	0	1
Lunenburg,	55	14	5
Liverpool,	1439	2	3
Londonderry,	813	2	0
Little River,	16	9	5
LaHave,	85	2	5
Maitland,	207	4	7
McNair's Cove,	136	7	6
Margaree,	112	16	2

From

From North Sydney,	£1170	4	8	
Pictou,	3922	5	0	
Pugwash,	214	6	6	
Port Hood,	3	10	3	
Parrsborough,	130	19	7	
Pubnico,	96	1	6	
Port Medway,	241	13	4	
Ragged Islands,	258	11	10	
Sydney, C. B.	161	10	11	
Shelburne,	35	16	7	
St. Mary's River,	37	10	0	
Ship Harbor,	47	17	8	
Sheet Harbor,	24	0	6	
Sandy Cove,	46	3	9	
St. Ann's,	8	1	8	
Truro,	611	8	2	
Tatamagouche,	53	16	6	
Thorne's Cove,	102	6	11	
Tusket,	101	10	0	
Windsor,	1171	12	4	
Westport,	197	8	9	
Weymouth,	167	13	6	
Wilmot,	788	10	0	
Wallace,	69	7	6	
Walton,	58	9	8	
Yarmouth,	3256	4	9	
				128668 14 10
Strait of Canso, James Purcell,	719	1	10	
Ditto. W. G. Bigelow,	505	3	2	
Halifax light duty,	1949	14	9	
				3173 19 9
By cash received from Canada, for their proportion of expense of St. Paul's and Scattarie light houses,		630	16	8
New Brunswick, for their portion of expense of St. Paul's and Scattarie light houses,		298	6	4
Prince Edward Island, for their proportion of expense of St. Paul's and Scattarie light houses,		30	0	0
Distilleries, for licenses granted,		9769	10	0
Casual revenue,		10714	15	4
Crown land department for land sold,		6265	19	2
For fees from the secretary's office,		930	0	0
From Savings' bank,		14000	0	0
Board of revenue,		0	0	0
Lords of the treasury, towards support of Sable Island,		500	0	0
Sable Island,		774	19	3
Fines and forfeitures,		106	13	3
Treasury notes,		0	0	0
Miscellaneous,		11	3	1
Wreck money,		970	3	2
Copper coinage,		0	0	0
Advances,		127	0	0

To

To cash paid copy right,	£25	10	11
Interest,	0	0	0
Prothonotaries,	65	0	7
Board of works,	69	7	0
Mines,	12	10	0
Railway damages,	1852	8	10
Port Hood harbor dues,	9	11	3
	<hr/>		
	£185600	3	10
	<hr/>		
Balance brought down,	£1223	2	5

Receiver general's office, Halifax, 31st December, 1859.

STAYLEY BROWN,

Receiver general.

Examined, February 15th 1859.

JOHN J. MARSHALL,

Financial secretary.

FINANCIAL SECRETARY'S STATEMENT.

General statement of the amounts certified by the financial secretary, for payment on account of the different public services of the province for the year ended 31st December, 1858.

TO WHOM PAID.	SERVICE.	AMOUNT.	TOTAL CURRENCY.
His excellency		£1406 5 0	
Sir J. G. Le Marchant,	CIVIL LIST, Salary as lieutenant governor for 4½ months ended 14th Feb. 1858,	2843 15 0	
His excellency Earl Mulgrave	lieutenant governor for 7½ months ended 30th Sept. 1858,	1250 0 0	
B. H. Halliburton,	chief justice, for one year ended 30th September, 1858,	812 19 0	
W. B. Bliss,	assistant judge, do	700 0 0	
E. M. Dodd,	do do	700 0 0	
W. F. DesBarres,	do do	700 0 0	
Lewis M. Wilkins,	do do	700 0 0	
Charles Tupper,	provincial secretary do	600 0 0	
Stayley Brown,	receiver general do	600 0 0	
John J. Marshall,	financial secretary, do	500 0 0	
James W. Johnston,	attorney general, do	125 0 0	
M. I. Wilkins,	solicitor general, do		
James B. Uniacke,	commissioner of crown lands, for three months ended 31st December, 1857,	125 0 0	
S. P. Fairbanks,	ditto nine months ended 30th September, 1858,	375 0 0	
James McKeagney,	inspector of mines, do	243 6 8	
Provincial secretary,	of clerks in his office, for one year do	575 0 0	
Ditto,	Contingencies of his office, do	125 0 0	
Edward Duckett,	Salary as clerk to receiver general, do	300 0 0	
John B. Wallace,	ditto do	250 0 0	
J. Blanchard,	clerk to fin'l secretary, for 3 months ended 31st Dec. 1857,	62 10 0	
Thomas R. Dewolf,	ditto 9 months ended 30th Sep. 1858,	187 10 0	
Commissioner of crown lands,	of clerks in his office, for one year do	620 0 0	

H. Bullock, and	as private secretaries to licut. governor, do	312 10 0	
J. W. Nutting,	clerk of the crown, do	100 0 0	
James Venables,	keeper of the provincial building, do	75 0 0	
Joseph Skallish,	messenger of the governor and council, do	40 0 0	
Alexander Stewart,	Pension as late master of the rolls, do	400 0 0	
W. Q. Savers,	Do judge of the court of common pleas, do	300 0 0	
J. G. Marshall,	Do do do do do	300 0 0	
John S. Morris,	Do commissioner of crown lands, do	300 0 0	
H. W. Crawley,	Do do do do do	300 0 0	
N. W. White,	Do registrar of the court of chancery, do	125 0 0	
Miss Cox,	Do do do do do	187 10 0	15740 16 8
LEGISLATIVE EXPENSES.			
The President, et als.	Pay and travelling allowance as members of L. council, session, 1858,	2027 10 0	
The Speaker, et als.	Do do do assembly, do	5331 0 0	
Stewart Campbell,	Grant, 1858, as speaker of the house of assembly, do	200 0 0	
Alexander James,	do as clerk do do	300 0 0	
James G. Tobin,	do as clerk assistant do do	200 0 0	
H. C. D. Twining,	do as clerk on bills do do	200 0 0	
J. Halliburton,	do for contingencies of legislative council, do	995 17 2	
Postmaster general,	do as postage of members, do do	330 19 6	
Ditto,	do do of assembly, do do	563 10 11	
Alexander James,	do for contingencies of house of assembly, do	332 16 10	
A. & W. McKinlay,	do for stationery and binding, do	333 1 7	
George R. Grassie,	do as sergeant at arms of house of assembly, do	88 0 0	
Edward Joyce,	do and travelling expenses, do	45 0 0	
J. Fitzgerald,	do assistant sergeant at arms, do	40 0 0	
Otto Weeks, Jr.	do messenger, do	550 0 0	
J. Dimock,	do for reporting debates, do	20 0 0	
J. Ryder,	do as chairman of committee, do	20 0 0	
Rev. Dr. Twining,	do do do do	25 0 0	
Alexander James	do do do do do	6 0 0	11608 16 0
	do to purchase ancient journals of assembly, do		

GENERAL STATEMENT—continued.

TO WHOM PAID.	SERVICE.	AMOUNT.	TOTAL CURRENCY.
	REVENUE EXPENSES.		
Edward Binney,	Salary as actg. coll'r of excise at Halifax, for 1 y'r ended 30th Sep. '58,	£287 10 0	0
H. B. Paulin,	do	250 0 0	0
William G. Fife,	as comptroller,	250 0 0	0
John U. Ross,	as warehouse keeper,	250 0 0	0
James M. Tidmarsh,	do	190 0 0	0
Peter Donaldson,	as landing waiter,	160 0 0	0
B. Bremner Oxley,	do	150 0 0	0
James Fitzgerald,	do	150 0 0	0
Thomas P. Ryan,	do	150 0 0	0
Sydney McQ Smith,	do	100 0 0	0
Joseph Austen,	as gauger,	150 0 0	0
Joseph W. Quinman,	do	150 0 0	0
Edward Binney,	do	448 17 6	0
Ditto	Pay of shipping officers,	1261 3 9	0
Ditto	of warehouse lockers,	1855 6 3	0
Ditto	of tide surveyors, boatmen and waiters,	79 15 0	0
Ditto	of messenger and truckmen,	143 11 10	0
	Incidental expenses of revenue department at Halifax, for one year to 31st December, 1857,		
James Annand,	Salary as collector of colonial duties at Digby, for one year ended 30th Sept. 1858,	50 0 0	0
Ditto	Commission on colonial duties collected, do	97 1 7	0
Charles R. Allison,	Salary as collector of colonial duties at Walton, for one year ended 31st December, 1857,	20 0 0	0
Ditto	Commissions on colonial duties collected, do	5 9 8	0
John Barr,	Salary as collector of colonial duties at Bear River, do	20 0 0	0
Ditto	Commissions on colonial duties collected, do	23 10 7	0
A. Bourneuf,	Salary as collector of colonial duties at Churchpoint, do	20 0 0	0
Ditto	Commission on colonial duties collected, do	23 7 7	0

Thomas S. Bown,	Salary as collector of colonial duties at North Sydney, for one year ended 30th September, 1858,	50 0 0	0
Ditto	Commissions on colonial duties coll'd, for one year to 31st Mar. '58,	102 18 7	0
Hiram Blanchard,	Salary as collector of colonial duties at Port Hood, for one year ended 31st December, 1857,	20 0 0	0
Ditto	Commissions on colonial duties collected, do	2 6 3	0
P. J. Brouard,	Salary as collector of colonial duties at Ship Harbor, do	20 0 0	0
Ditto	Commissions on colonial duties collected, do	5 8 7	0
Joseph Browner,	Salary as collector at Sheet Harbor, do	20 0 0	0
Ditto	Commissions on light duty coll'd, for one year ended 30th June, '58,	1 4 0	0
Joseph Crane,	Salary as collector of colonial duties at Horton, for four years ended 31st December, 1857,	80 0 0	0
Ditto	Commissions on colonial duties collected, for one year ended 31st December, 1857,	34 12 3	0
Edmond Corbit,	Salary as seizing officer at Harbor au Bouche, do	15 0 0	0
Ditto	Commissions on colonial duties collected, do	0 14 8	0
Thomas M. Crow,	Salary as collector of colonial duties at Truro, do	20 0 0	0
Ditto	Commissions on colonial duties collected, do	74 1 11	0
William Campbell,	Salary as collector of colonial duties at Tatamagouche, do	20 0 0	0
Ditto	Commissions on colonial duties collected, do	9 10 10	0
Simon Donovan,	Salary as collector at Arichat, C. B., do	50 0 0	0
Ditto	Commissions on colonial duties collected, do	73 18 5	0
E. M. Dodd,	Salary as collector at Lingan, do	20 0 0	0
Ditto	Commissions on colonial duties collected, do	4 18 0	0
Gilbert F. Ditmars,	Salary as collector at Churchpoint, do	20 0 0	0
Ditto	Commissions on colonial duties collected, ended 30th Sept. 1858,	12 4 0	0
Simon D'Entremont,	Salary as collector at Pubnico, for one year ended 31st Dec. 1857,	20 0 0	0
Ditto	Commissions on colonial duties collected, do	7 0 0	0
John H. Freeman,	Salary as collector at Liverpool, for one year ended 30th Sept. 1858,	75 0 0	0
Ditto	Commissions on colonial duties collected, do	99 2 7	0
Ditto	Ditto on goods ex "Hezekiah Williams,"	35 0 0	0
William Geldert,	Salary as collector at LaHave, for one year ended 31st Dec. 1857,	20 0 0	0
Ditto	Commissions on colonial duties collected, do	10 2 5	0
John Iomer,	Salary as collector at Barrington, do	20 0 0	0
Ditto	Commissions on colonial duties collected, do	24 1 0	0

TO WHOM PAID.	SERVICE.	AMOUNT.	TOTAL CURRENCY.
Nathan F. Harris,	Salary as collector at Hautsport, for one year ended 31st Dec. 1857,	£20 0 0	0
Ditto	Commissions on colonial duties collected, do. 31st March, 1858,	11 13 9	9
Edward Lockwood,	Salary as collector at Cornwallis, for one year ended 31st Dec. 1857,	20 0 0	0
Ditto	Commissions on colonial duties collected, do	76 19 5	5
J. J. Letson,	Salary as collector at Port Melway, for 7½ months to 31st Dec. 1857,	11 13 4	4
Ditto	Commissions on colonial duties collected, to 31st March, 1858,	13 17 9	9
Charles C. Leonard,	Salary as collector at Sydney, for 6 months ended 31st Dec. 1857,	25 0 0	0
Ditto	Commissions on colonial duties collected, do	29 7 3	3
Abram Lent,	Salary as collector at Tusket, for one year to 31st December, 1857,	20 0 0	0
Ditto	Commissions on colonial duties collected, do	10 3 8	8
Alexander Munro,	Salary as collector at Great Bras d'Or, do	20 0 0	0
Ditto	Commissions on colonial duties collected, do	6 0 0	0
H. M. Moyle,	Salary as collector at Lunenburg, for one year ended 30th Sept., 1858	100 0 0	0
Ditto,	Commission on colonial duties collected, do	2 14 5	5
Ditto,	Postage on public documents, do	0 15 9	9
A. D. Morrison,	Salary as collector at Londonery, for one year ended 31st Dec. 1857,	20 0 0	0
Ditto,	Commissions on colonial duties collected, do	67 17 7	7
Edward Mudge,	Salary as collector at Margaree, do	20 0 0	0
Ditto,	Commissions on light duties, collected for one year ended 30th	0 10 0	0
James Muir, junr.,	Salary as comptroller at Shelburne, for one year ended 31st Dec. '57,	20 0 0	0
Ditto,	Commissions on colonial duties collected, for three months, to 30th	2 11 11	11
Thomas E. Mobery,	Salary as comptroller at Yarmouth, for one year ended 30th Sep. '58,	200 0 0	0
Ditto,	Commissions on light duties collected, do	8 9 6	6
David McCulloch,	Salary as comptroller at Pictou, do	250 0 0	0
Ditto,	do of George Hattie, clerk, do	80 0 0	0
Ditto,	Wages of boatmen, do	115 0 0	0

		AMOUNT.	TOTAL CURRENCY.
Ditto,	Commissions on light moneys collected, for one year ended 31st	39 18 6	6
Robert McCully,	December, 1857,	20 0 0	0
Ditto,	Salary as comptroller at Amherst, do	133 4 1	1
Allan McDouell,	Commissions on colonial duties collected, do	20 0 0	0
Ditto,	Salary as comptroller at Antigonish, do	20 1 6	6
Thomas McColl,	Commissions on colonial duties collected, do	50 0 0	0
Ditto,	Salary as comptroller at Guysboro, for one year ended 30th June, '57,	1 1 4	4
N. C. McKeen,	Commissions on colonial duties collected, for one year to 31st Dec.	15 0 0	0
1857,	Salary as seizing officer at Margaree Island, for one year ended 31st	10 0 0	0
December, 1857,	December, 1857,	5 10 10	10
James McNab,	Salary as comptroller at Pugwash, for 6 months ended 31st Dec. 1857,	20 0 0	0
Ditto,	Commissions on colonial duties collected, do	20 0 0	0
Alexander McDonald,	Salary as comptroller at St. Mary's River, one year, do	9 3 3	3
George Norris,	Salary as comptroller at Cape Canso, do	20 0 0	0
Ditto,	Commissions on colonial duties collected, do	20 0 0	0
John Orpin,	Salary as comptroller at French Cross, do	10 0 7	7
Ditto,	Commissions on colonial duties collected, for one year ended 30th	15 0 0	0
David Power,	September, 1858,	34 0 1	1
Ditto,	Salary as seizing officer at McNair's Cove, for one year ended 31st	62 10 0	0
R. B. Porter,	December, 1857,	142 3 5	5
Ditto,	Commissions on colonial duties collected, do	43 15 0	0
James Ratchford,	Salary as comptroller at Windsor, for 15 mos. ended 30th Sep. 1858,	9 9 4	4
Ditto,	Commissions on colonial duties collected, do	20 0 0	0
William S. Raymond,	Salary as comptroller at Parrsborough, 10½ months, do	1 11 6	6
Ditto,	Commissions on colonial duties collected, for 9 months, do	20 0 0	0
C. V. Rawding,	Salary as comptroller at Beaver River, for one year ended 31st Dec.	40 14 3	3
Ditto	1857,	1 13 2	2
James Randall,	Commissions on colonial duties collected, do	20 0 0	0
Adam Roy,	Salary as comptroller at Canada Creek, do	21 6 6	6
Ditto	Commissions on colonial duties collected, do. ended 30th Sep. 1858,	20 0 0	0
B. H. Ruggles,	Salary as comptroller at Maitland, do	20 0 0	0
	Commissions on colonial duties collected, do	20 0 0	0
	Salary as comptroller at Westport, do	20 0 0	0

GENERAL STATEMENT—continued.

TO WHOM PAID.	SERVICE.	AMOUNT.	TOTAL CURRENCY.
B. H. Ruggles,	Commissions on colonial duties collected, do	£30 8 9	
David Rogers,	Commissions on colonial duties collected at Pugnash,	1 1 5	
H. D. Ruggles,	Salary as comptroller of Weymouth, for one year ended 31st Dec. '57,	20 0 0	
Ditto	Commissions on colonial duties collected, do	12 18 9	
George Seaman,	Salary as comptroller at Joggins, for 3 months ended 31st Dec. 1857,	5 0 0	
Ditto	Commission on colonial duties collected, for 6 months ended 31st March, 1858,	9 6 4	
William Stalker,	Salary as comptroller at Ragged Islands, for one year ended 31st December, 1857,	20 0 0	
Ditto	Commissions on colonial duties collected, do. ended 30th June, 1858,	27 14 6	
Henry G. Sellon,	Salary as seizing officer at St. Ann's, for one year ended 30th Dec. '57,	15 0 0	
Ditto	Commissions on colonial duties collected, do	0 7 4	
Timothy C. Tobias,	Salary as comptroller at Annapolis, do	20 0 0	
Ditto	Commissions on colonial duties collected, do. ended 30th Sep. 1858,	90 9 2	
James H. Thorne,	Salary as seizing officer at Bridgetown, for 6 months ended 31st Dec. 1857,	7 10 0	
Ditto	Commissions on colonial duties collected, for 18 months ended 30th September, 1858,	57 2 5	
A. B. Thorne,	Salary as comptroller at Thorne's Cove, for one year ended 31st Dec. 1857,	20 0 0	
Ditto	Commissions on colonial duties collected, do	9 16 11	
Charles Ward,	Salary as comptroller at Advocate Harbor, for 6 months, do	10 0 0	
James B. Davidson,	Salary as comptroller at Wallace, for 13 months ended 2nd Feb. 1858,	21 15 0	
Ditto	Commissions on colonial duties collected, do	5 2 6	
Timothy Brooks,	Salary as seizing officer at Park's Cove, for 12 mos. ended 31st Dec. '57,	10 0 0	
John Bain,	do	12 13 9	
Joseph Banks,	Great Bras d'Or, 15 mos. 7 days, do	15 0 0	
Edward Crane,	Shelburne, for 12 months, do	5 2 6	
John Clarke,	Parrsborough, do	15 0 0	
	Wilmot, 12 months, do	15 0 0	

James Hearne,	Arichat, C. B., 7 months, do	8 15 0	
James N. Lent,	Tusket, 18 months ended 30th June, 1858,	22 10 0	
William H. Lovett,	Cornwallis, 12 months ended 31st Dec. 1857,	10 0 0	
D. J. Lantz,	LaHave, 12 months do	15 0 0	
Joseph Martell,	Arichat, 7 months do	8 15 0	
Angus Morrison,	Great Bras d'Or, 12 months do	10 0 0	
H. G. McKay,	Pictou, do	32 0 5	
J. McPherson,	do do	15 0 0	
Neil McPherson,	do do	10 0 0	
Watson Nickerson,	do do	15 0 0	
Abraham Ogilvie,	Cape North, 12 mos. ended 1st June, 1858,	15 0 0	
J. L. Rice,	Cape Sable Island, 12 months, ended 31st Dec. 1857,	16 13 4	
Nathan Snow,	Cornwallis, for 20 months do	15 0 0	
Whitman Spuiney,	Annapolis, 12 months, do	15 0 0	
William Bryden,	Shelburne, do do	15 0 0	
	Argyle, do do	15 0 0	
S. Durkee,	Salary as surveyor of shipping at Liverpool, for 12 mos. ended 30th Sept., 1858,	85 0 0	
William J. Bigelow,	do do Yarmouth,	100 0 0	
H. B. Paulin,	Commission on light duty collected at Canso in 1857,	57 9 8	
D. McCulloch,	do do Halifax, do	96 4 5	
Thomas S. Brown,	Expenses of revenue boat at Pictou,	4 11 10	
Ditto	Salaries of boatmen,	80 0 0	
William Hill,	Expenses of revenue boat at Sydney,	1 5 0	
Hon. Financial Secretary,	For furnishing alist of vessels at the port of Halifax, to 30th Sep. '57,	16 0 0	
George Seaman,	Expenses of visiting outpost collectors,	6 0 0	
Thomas R. DeWolf,	Expenses seizing schooner Rover, in October, 1857,	1 5 0	
	Examining warehouse keepers accounts, with returns of warehouse lockers,	7 3 9	
Charles Huntington.	Salary as warehouse keepers and clerk to collector at Yarmouth, for 12 months to 30th September, 1858.	80 0 0	£10487 2 3

GENERAL STATEMENT—continued.

TO WHOM PAID.	SERVICE.	AMOUNT.	TOTAL CURRENCY.
John Firth,	Salary as warden of river fisheries, county Shelburne, 1857,	£25 0 0	0
John Munro,	do Victoria, do	25 0 0	0
Joseph Shaw,	do Yarmouth, do	25 0 0	0
Capt. Chearnley,	do 7½ months ended 15th Aug. 1856,	15 12 6	6
Joseph Skallish,	For attendance on offices of financial secretary and receiver general, for 12 months ended 30th September, 1858,	17 10 0	0
Judge of vice admiralty,	Grant, 1857, for fuel and erier of court,	12 10 0	0
A. & W. McKinlay,	Stationery for receiver general and financial secretary's office,	27 14 0	0
Thompson & Esson,	Amount of their bill to 25th April, 1857, for fin' l secretary's office,	1 12 9	9
Thomas Murphy,	Grant, 1857, to aid in supporting his deaf and dumb child,	25 0 0	0
John Barnaby,	for 1000 copies of his geography,	24 10 0	0
Hugo Reid,	for reporting decisions of supreme court,	50 0 0	0
James Thompson,	For surveying and defining the boundary line between Nova Scotia and New Brunswick,	100 0 0	0
Alexander MacFarlane,	Grant, 1856, for bone mill,	200 0 0	0
Ditto	For returning two members to assembly from county of Annapolis,	3 0 0	0
Peter Bonnett,	Commissioners,	20 0 0	0
Inspector of mines,	For signing province notes, ½ per cent. on £3000, and numbering ditto 100s,	73 12 6	6
Hon C. J. Campbell,	On account of travelling fees,	20 0 0	0
Hon. John Campbell,	Travelling expenses from Halifax to Sydney, thence to Baddeck, in November, 1857,	12 10 0	0
John C. Wade,	Grant, 1858, to colored population, county Queen's county,	10 0 0	0
Hon. Joseph Howe,	do Digby,	10 0 0	0
Edward L. Brown,	do Hants,	10 0 0	0
W. W. Bent,	do King's county,	10 0 0	0
Hon. J. W. Johnston,	do Cumberland,	10 0 0	0
Nathan Moses,	do Annapolis,	10 0 0	0
	do and 1857, do Yarmouth,	20 0 0	0

TO WHOM PAID.	SERVICE.	AMOUNT.	TOTAL CURRENCY.
Francis O'Regan,	Grant, 1858, pursuant to report of committee,	50 0 0	0
John B. McDonald,	for extra services,	25 0 0	0
Thomas B. Akins,	arranging ancient provincial records,	294 7 2	2
John Munro,	pursuant to report of committee,	7 13 0	0
J. S. Cunnabell,	to enable him to provide school illustration boards,	15 0 0	0
John Nelson,	to enable him to keep a half way house between Mus- quodoboit and St. Mary's,	15 0 0	0
Francis Parker,	to reimburse him money advanced colored population,	3 0 0	0
Joseph Dickson,	for maintaining an insane convict,	35 3 11	11
Directors,	for deaf and dumb school in Halifax,	300 0 0	0
Thomas Murphy,	to aid in maintaining his son at deaf and dumb asylum,	25 0 0	0
John Tobin,	for colored population, county Halifax,	100 0 0	0
John Gully,	to aid in completing the education of his son in a deaf and dumb asylum in the United States,	24 10 0	0
William Anderson,	for surveying a new line of road from Bridgewater to Lunenburg,	12 15 0	0
George Merry,	for keeping a half-way house between Liverpool and Nictaux,	15 0 0	0
John Webster,	Grant, 1858,	45 0 0	0
Mrs. Kalle,	for services rendered to Charles Geroin,	15 0 0	0
James Fitzgerald,	preparing trade returns, for 9 mos. ended 30th Sep. '57,	25 0 0	0
John McKinnon,	as per report of post office committee,	23 0 0	0
Commissioner of crown lands,	to provide circumferators for land surveyors,	200 0 0	0
Ditto	to purchase superior instruments for chief commissioner,	50 0 0	0
Alpin Grant,	for publishing 140 additional copies debates of assembly,	20 0 0	0
Hon. John Campbell,	For attendance in Halifax as executive councillor,	34 10 0	0
Hon. Martin I. Wilkins,	do do do	20 0 0	0
Hon. John McKinnon,	do do do	33 0 0	0
G. & A. Mitchell,	Storage on coppers, per bill 26th April, 1858,	5 16 2	2
Edmund Crowell,	Grant, 1858, for keeping a boat establishment at Seal Island,	30 0 0	0
A. B. Thorne,	to aid ferryman between Granville and Digby,	7 10 0	0
Joseph Skallish,	To purchase fuel for offices of receiver general and fin. secretary,	9 12 0	0
Joseph Allison,	For return of one member to assembly from Hants county,	1 10 0	0
Charles Blanchard,	do Colchester,	1 10 0	0
William Hare,	Grant, 1858, for aid to Halifax visiting dispensary,	50 0 0	0

GENERAL STATEMENT—continued.

TO WHOM PAID.	SERVICE.	AMOUNT.	TOTAL CURRENCY.
W. Goodwin & G. W. Smith,	Grant, 1856, for rendering assistance to shipwrecked seamen at Mud Islands,	£20 0 0	
Joseph Boudroit,	for completing canal at the Haulover,	20 0 0	
Charles Blanchard,	pursuant to report of committee,	4 5 0	
George Jordain,	Bounty for killing a wolf at St. Mary's, 9th October, 1858,	5 0 0	
Commissioners,	One half per cent for cancelling and signing £9000 treasury notes,	45 0 0	
Hon. Receiver General,	To pay incidental expenses of his office for 1858,	2 4 6	
Robert G. Fraser,	For lamp and oil furnished to financial secretary's office,	1 5 9	
His excellency the right hon The Earl of Mulgrave,	Grant, 1858, for sword presented to general Sir John Inglis,	197 1 8	3002 5 11
James Gray,	INQUESTS.		
Lawrence Phinney,	Coroner's fees on inquisitions held in the county Annapolis, 1858,	2 10 0	
Isaac B. Bonnett,	do do do	2 10 0	
Robert Leslie,	do do do	5 0 0	
G. F. Ditmars,	do do do	2 10 0	
Donald N. McQueen,	do do do	2 10 0	
Lauchlan Robertson,	do do do	2 10 0	
George Rigby, J. P. et. al.	do do do	12 10 0	
John Lewis Hill,	do do do	2 10 0	
Donald McAuley,	do do do	2 10 0	
John Smith,	do do do	2 10 0	
Francis R. Parker,	do do do	7 10 0	
David Crow,	do do do	2 10 0	
Lewis Jenks,	do do do	2 10 0	
Thomas Page,	do do do	2 10 0	
George Brigman,	do do do	5 0 0	
John T. Salter,	do do do	5 0 0	
	do do do	2 10 0	

Henry A. Davison,	do	2 10 0	
Robert Stephens,	do	5 0 0	
John Sinclair,	do	2 10 0	
Edward J. Cunningham,	do	2 10 0	
John McMillan,	do	2 10 0	
Edward Jennings, M. D.	do	2 10 0	
Samuel Gray,	do	52 10 0	
John Jenkins,	do	52 10 0	
W. Dennison, M. D.	do	7 10 0	
A. M. Cochran,	do	5 0 0	
John Munro,	do	2 10 0	
James McKeen,	do	2 10 0	
J. D. Tremain,	do	5 0 0	
C. W. H. Harris,	do	7 10 0	
John Fisher,	do	5 0 0	
Jonathan Borden,	do	5 0 0	
John Creighton,	do	2 10 0	
David Dimock,	do	12 10 0	
Aaron Morse,	do	2 10 0	
George Bigelow,	do	2 10 0	
David Matheson,	do	2 10 0	
John McKay,	do	2 10 0	
W. H. Harris,	do	5 0 0	
Edward Roach,	do	7 10 0	
John Mitchell,	do	2 10 0	
George E. Jean,	do	5 0 0	
Joseph Creamer,	do	5 0 0	
William J. Bell,	do	2 10 0	
Israel R. Wilson,	do	5 0 0	
Thomas Crowell,	do	2 10 0	
John Symonds,	do	2 10 0	
William Currie,	do	2 10 0	
J. C. Farris & J. M. Lent,	do	16 0 0	
M. Jeffrey, G. Bingay and T. D. Chipman,	do	20 0 0	
		327 10 0	

GENERAL STATEMENT—continued.

TO WHOM PAID.	SERVICE.	AMOUNT.	TOTAL CURRENCY.
Provincial Secretary, do	INDIAN GRANTS.	£34 10 9	
Drs. Dennison and Weeks, W. J. Fuller, Dr. Snyder, Nathan Moses, William McQueen, Dr. Forbes, Dr. Harding, Dr. H. D. Ruggles, Overseers of Poor, do, Capt. Chearnley, Commissioner, Overseers poor,	Grant 1858, to pay M. Kearney and others, do Nathan Tupper, do in full account per report of committee, do do do do do for relief of Indians, county of Yarmouth, do do North Sydney, do do Queen's, do do Hants, do do Yarmouth, do & 1857, do to pay Francis Carroll, advances, do Jacob F. Dewolf, do W. T. Theal, do to repay amount advanced by self and others, do for the relief of Indians, do to repay advances in county of Cumberland.	10 10 0 16 0 0 15 10 9 9 2 6 24 11 4 3 0 0 10 0 0 0 15 9 7 10 0 2 15 2 5 12 6 2 0 0 14 0 7 226 14 3 4 6 11	
Qr. master gen. Black, Horatio G. Enslow, James M. Lent, James W. Johnston, Lieut. Col. Chipman, R. F. Hare,	For services as quarter master general for 1857, do adjutant 1st batt. Shelburne militia, for 1857, do do 1st batt. Yarmouth militia, do do do 6th Halifax regiment of militia, For storing and cleaning arms 1st batt. Kings county Militia, do. do arms at Halifax, for 1 year, ended 21st April, 1858.	40 0 0 10 0 0 5 16 8 10 0 0 7 13 0 20 0 0	387 0 6
Dep. Qr. master general, do	RATIONS TO TROOPS. For marching and lodging troops from Windsor to Halifax,	0 8 0 2 0 6	93 9 8

do	St. John's to Halifax and back, Sergeant W. Cook, from Halifax to Guysbo' and back,	0 13 6 0 13 6	
do	do troops from Halifax to St. John, N. B., do St. John, N. B. to Halifax, do St. John, to Halifax and back, do St. John, to Halifax, do royal artillery from St. John to Halifax and back, do one non-commissioned officer, hence to St. John, N. B.	7 16 0 5 18 6 0 12 0 0 7 6 2 18 6 0 1 6	21 4 6
Dan. Hocker & Paul Foster, Commissioners, C. R. Bill, Do. Peter Smyth, John Cameron, et. als. C. Lowel, et. als. Thomas Farnsworth, Thomas Killam, Samuel Lawrence, et. al.	NAVIGATION SECURITIES. Grant, 1856, for aid to Fisher's grant wharf, 1857, for deepening East River, Pictou, to Givan wharf, King's county, Safe Harbor pier, to improve Port Hood Harbor, for deepening East River, Pictou, for breakwater Canada creek, 1855, for breakwater at French Cross, 1858, for fog bell at Yarmouth, for breakwater and clearing entrance of harbor at Margaree,	80 0 0 51 5 5 34 1 3 18 11 4 48 0 0 130 18 11 10 10 11 200 0 0 163 11 0 178 19 7	865 18 5
William A. Henry, John Creighton, do Charles W. H. Harris, do do do	CRIMINAL PROSECUTIONS. Cost of conducting criminal prosecutions at Sydney, Oct. term, '57, Queen's county, do. do county Lunenburg, June term, 1858, county Yarmouth, do King's county do county Annapolis, do county Digby, do King's co. Oct term, '58,	7 10 0 7 9 0 14 13 0 42 8 6 29 0 0 14 6 8 7 9 8 7 2 6	

GENERAL STATEMENT—continued.

TO WHOM PAID.	SERVICE.	AMOUNT.	TOTAL CURRENCY.
Adam McNutt,	Grant, 1858, county Colchester, for soil and fencing,	£6 15 0	
Abner Myers,	county Guysborough,	3 13 9	
Samuel Pyle,	do	45 0 0	
George Whitman,	soil and fencing,	0 12 6	
Hannah Pyle,	do	0 15 0	
Robert McKenzie,	do	12 0 0	
Angus Kirk,	do	3 13 6	
John Kirk,	do	8 6 0	
John L. Whitman,	do	1 0 0	
Peter Jordain,	laying off roads, &c.	20 12 6	
John Campbell,	soil and fencing,	19 10 0	
Donald McDonald,	do	2 10 0	
Donald McDonald,	soil,	4 0 0	
Allan McDonald,	soil and fencing,	3 0 0	
Ronald McDonald,	soil,	8 10 0	
Duncan McDonald,	do	4 14 0	
William McDonald,	do	30 0 0	
Donald & James McDonald,	fencing,	2 0 0	
Angus Chisholm,	soil,	2 0 0	
John McEachran,	do	2 10 0	
Alexander McKinnon,	do	2 10 0	
Donald Gillis,	do	1 0 0	
William Watt,	do	1 0 0	
Donald & James McDonald,	appraiser,	1 0 0	
Allan McDonald,	soil,	1 0 0	
Alex. & Colin Chisholm,	fencing,	2 0 0	
John H. McKeen,	soil,	18 15 0	
Archibald McDonald,	appraiser,	1 10 0	
Alexander McKinnon,	soil,	2 0 0	
	fencing,	2 0 0	

George Patterson,	per report of committee,	17 5 0	
Alexander Urquhart,	soil,	6 0 0	
Alexander McRae,	do	12 0 0	
Widow McKinnon,	do and fencing,	5 0 0	
Reynold Cummins,	do	8 10 0	
Farquhar McKenzie,	do and fencing,	12 0 0	
D. Campbell, et. al.	appraisers,	1 10 0	
Duncan McKenzie,	soil,	3 10 0	
Malcolm McLeod,	do and fencing,	9 0 0	
John McKenzie,	do	8 0 0	
Rodrick McLeod,	do	12 0 0	
Donald Fargeson,	do	1 10 0	
Robert Bethune, et. al.	do	1 10 0	
A. D. Harrington,	appraisers,	25 13 9	
Patrick McKenna,	appraiser, &c.	8 16 0	
Donald McAdam,	soil and fencing,	6 15 0	
Angus McAdam,	do	7 17 0	
John Williams,	do	22 17 0	
Allan McAdam,	do	16 4 0	
Alexander Williams,	do	9 7 0	
Alexander Ballentyne,	do	9 17 0	
William Irvine,	do	2 0 0	
J. & K. McDonald,	do	6 0 0	
John Collins,	do	10 0 0	
George Munro,	do	26 0 0	
Farquhar McRae,	do	19 0 0	
C. J. Campbell,	do	13 15 0	
James Davis,	do	9 10 0	
James Sparling,	do	58 0 0	
F. W. McKenzie, et. al.	do	7 0 0	
Murdoch McLeod,	appraisers,	9 15 9	
John McNeil,	soil and fencing,	3 15 0	
John W. McNaughton,	do	31 3 0	
General mining association,	do	10 0 0	
John McRae,	do	13 13 4	
C. J. Campbell,	fencing,	3 13 4	

GENERAL STATEMENT—continued.

TO WHOM PAID.	SERVICE.	AMOUNT.	TOTAL CURRENCY.
Cashier of Savings' bank,	SAVINGS' BANK.		£1300 0 0
The commissioners,	POOR ASYLUM.		2025 0 0
Heber Bulloch,	COPYRIGHT ACCOUNT.		25 10 11
The commissioners, Andrew McKinlay,	NEW COURT HOUSE.	100 0 0	
	On account,	100 0 0	
The commissioners,	ST. PETER'S CANAL.		200 0 0
Peter Smyth,	PORT HOOD HARBOR DUES.		2000 0 0
	Harbor dues in Port Hood in 1856 and 1857, to be expended on Port Hood breakwater,		43 11 3
E. Albro & W. M. Harrington T. C. Kinnear, & Co. Owners brig. Lark,	WRECKS.	57 1 8	
	Nett proceeds of brig "Amoro," and materials, as per award, " cargo of brig Amcro, do " brig. Lark and materials, do	899 12 3 13 9 3	
Cashier of Savings' bank,	INTEREST.		970 3 2
	To pay interest on deposits to 31st December, 1858.		
The comr. of crown lands,	CROWN LAND DEPARTMENT.		4968 6 4
	To pay surveyors' and registrars' accounts, and return purchase monies to 31st December, 1858,		3200 0 0

TO WHOM PAID.	SERVICE.	AMOUNT.	TOTAL CURRENCY.
Dr. Ruggles, ditto	TRANSIENT POOR	5 0 0	
Alfred Crichton, Overseers of poor, Ditto	Grant, 1857, 1858, do county Digby, for keeping A. Melanson, township, Clare,	2 11 4 6 10 0 7 13 6 6 0 0	
Ditto	Cumberland, Amherst, Annapolis, Granville, Wilnot,	13 17 0 12 10 0 8 0 0	
Ditto	Round Hill, Colchester, Truro, Shubenacadie,	5 13 3 5 0 0 4 10 0	
Ditto	King's co., Horton, Cornwallis, Aylesford,	25 8 7 23 19 9 10 0 0	
Ditto	Hants, Windsor, Queen's co., Liverpool, Shelburne, Barrington, Shelburne,	30 2 6 40 0 0 7 0 0 1 16 7	
Ditto	Sydney, Arisaig, Pictou, 1st Section, Pictou, 2nd Section,	1 10 0 57 17 8 16 10 0 9 9 6	
Ditto	Annapolis, Clements, Cape Breton, Sydney, Yarmouth,	10 8 0 5 0 0 26 18 9	
Nathan Moses,	PUBLIC PRINTING.		343 6 5
The late queen's printer, A. C. McDonald, Thomas Annand, J. & W. Compton, H. W. Blackadar, R. Huntington,	Grant, 1858, for amount due for this service, 31st December, 1857, do do do do do do do do do do do do	147 19 2 12 4 0 3 2 6 12 1 1 4 15 0 5 10 0 3 12 6	

No. 19.

ESTIMATE FOR 1859.

ESTIMATE OF EXPENSE OF CIVIL GOVERNMENT FOR 1859.

Balance in the hands of the receiver general 31st December, 1858,	£1223	2	5
Due from collectors of colonial duties,	6795	0	0
Casual revenue,	5000	0	0
Canada, New Brunswick, and P. E. Island, for lights,	1324	0	0
Counties for advances for road service,	1049	0	0
	<u>£15391</u>	<u>2</u>	<u>5</u>

PROBABLE RECEIPTS.

From collector of excise at Halifax,	122000	0	0	
do do outports,	25000	0	0	
do light duty,	6697	0	0	
Casual revenue,	10750	0	0	
Distilleries,	10952	0	0	175399 0 0
				<u>190790 2 5</u>
Deduct undrawn monies for roads and bridges,	992	19	7	
do other services,	33808	0	0	
Deduct railway land damages deposited in treasury,	1852	8	10	36653 8 5
				<u>154136 14 0</u>
Deduct ordinary and legislative appropriations, viz :				
Salaries of lieutenant-governor and public officers,	15740	0	0	
Legislative expenses,	10000	0	0	
Revenue department at Halifax,	10437	0	0	
Salaries of outport collectors and commissions, }				
General education,	18000	0	0	
Interest on funded debt,	4968	0	0	
Interest to be provided for railway bonds,	56000	0	0	
Support of light houses,	9000	0	0	
do Sable Island,	400	0	0	
Provincial penitentiary,	1000	0	0	
Public buildings,	800	0	0	
Poor asylum,	2050	0	0	
Rations to troops,	50	0	0	
Transient paupers,	300	0	0	
Halifax dispensary,	50	0	0	
Indians,	400	0	0	
Post communication,	6000	0	0	
Drawbacks,	3500	0	0	
Packets and ferries,	1300	0	0	
Road compensation, £500,—casualties, £1000,	1500	0	0	
Board of works,	15000	0	0	
Miscellaneous,	3000	0	0	
	<u>£159495</u>	<u>0</u>	<u>0</u>	

No. 20.

M I N E S.

Regulations for the leasing of mines, established by his excellency the lieutenant-governor in council.

1. The governor in council will grant an exclusive right of searching for mines and minerals, for a period not exceeding one year, to any person or company making application in writing, containing a description of the locality and its boundaries and extent, over an area of ungranted land, not more than five square miles nor with a less breadth than two miles. The applicant to have the privilege of selecting such portion thereof under the restrictions mentioned in the next regulation as may be necessary and convenient, for the purpose of working the mines and minerals therein. The search is to be faithfully made, free of all expense to government, and a report of the result transmitted with all convenient speed to the provincial secretary for his excellency's information.

2. The selection being made, the applicant shall, within the year, file in the crown land office, to be submitted for the approval of the lieutenant-governor in council, a full description of the portion selected, which shall not exceed one square mile, and shall be in one block, in the form of a parallelogram, of which the length shall not exceed two and a half miles. On the area being agreed upon the applicant shall pay to the commissioner of crown lands ten pounds sterling for a license of occupation to work the mines and minerals within it, and, if effective operations be made in opening a mine and working minerals therein within two years from the date of the license, and if the applicant within the same period shall renew his application in writing, a lease to terminate in the year 1886 shall be given him of the mines and minerals within the said area, with all privileges in and over the lands needful and convenient for working and getting the mines and minerals, and proper for making the lease efficacious. If effective operations be not commenced within the said period of two years, or shall not afterwards be continued, the license in the one case and the lease in the other shall determine, and the property revert to the crown.

3. Any person applying to the governor in council for a license of occupation to work mines and minerals when no license of search shall previously have been applied for, on filing for the approval of the lieutenant-governor in council, in the office of the commissioner of crown lands, a description of the area applied for, in conformity with the instructions in regulation No. 2, shall, on his excellency's approval of the area applied for, be entitled to a license of occupation, and subsequently to a lease, in the manner and on the terms defined in regulation No. 2.

4. All licenses and leases of mines and minerals shall be subject to a royalty to the crown for the use of the province on the produce thereof, after it has been brought into marketable condition, yearly from such time as shall be determined, as follows, that is to say: of five per cent of all ores and minerals except iron and coal, of five pence currency on every ton of iron, and of six pence currency on every ton of 2,240 lbs. of coal, with such guards for ensuring adequate working as may be deemed necessary.

5. Before any lease or license of occupation of mineral lands shall be given, a survey thereof shall be made under the authority of the surveyor general, at the cost of the applicant.

6. In making a lease of mines sufficient waste crown land shall be conveyed for the erection of buildings, the making of roads, and other necessary purposes, for working the mines, which lands shall be paid for at the government valuation of wild lands in the locality at the time.

7. There shall be a map of the province kept in the surveyor general's office, with all the mineral grounds marked thereon, which shall be open to the inspection of the public.

S. It is deemed advisable not to authorize any interference with private rights, or to give authority to enter on granted lands, without the consent of the proprietors; but subject to such consent, licenses to search for and leases to work mines belonging to the crown will also be granted by the governor in council, under the terms contained in these regulations in granted lands.

June 16, 1853.

PROVINCE OF NOVA SCOTIA.

By his excellency the right honorable the Earl of Mulgrave, lieutenant governor and commander in chief in and over her majesty's province of Nova Scotia and its dependencies, &c. &c. &c.

TO ALL TO WHOM THESE PRESENTS SHALL COME :

License is hereby granted to _____ of _____ in the county of _____ to exercise the exclusive right of opening mines and getting minerals, for a period not exceeding two years from the date hereof, within those portions of ungranted land, situate at _____ in the county of _____, which are contained in the following limits, that is to say :

and also within any portions of granted lands comprised within the said limits which the proprietor shall consent to be included in the operation of this license, provided that before working on or within any granted lands, the said _____ shall lodge in the provincial secretary's office such consent, testified by writing, authenticated under the hand of the proprietor, and of at least one witness.

The works are to be conducted upon principles and according to practices appropriate and accustomed in relation to such works, and a report of the results shall be transmitted on or before 31st December in each year to the provincial secretary, for his excellency's information, with specimens of the minerals.

The said

shall keep a correct account of all the minerals raised, and gotten, in a book to be kept for that purpose, and which shall be subject to inspection at all times of the inspector of mines. A true statement of the nature, quantity, and weight of all the minerals gotten or raised by the said

verified on oath, shall be transmitted to the provincial secretary twice a year, that is to say, as soon after the 30th June and 31st December as practicable ; and the said

shall immediately thereupon pay to the receiver general a royalty on all the minerals so gotten or raised, agreeably to the fourth article of the regulations annexed hereto.

This license is granted subject to the regulations hereto annexed, and to any other regulations which may at any time be made by the lieutenant governor in council, in alteration, modification, or addition thereto ; or which may be made for governing the mode of working the mines, or getting the minerals, or of keeping the accounts, or paying the royalty. And this license may be vacated by the lieutenant governor in council on any violation of the terms and stipulations of the license or of any such regulations.

Given under my hand and seal at arms, this

day of _____, in the twenty-
majesty's reign, Annoque Domini, 185

year of her

By his excellency's command,

No. 21.

RAILWAY OFFICERS, &c.

A list of officers connected with the provincial railway, employed during the past year, with date of appointment, and salaries.

Date of appointment.	Name.	Capacity.	Salary.	
1857—April,	Hon. Jas. McNab,	Chairman,	£700 per ann.	
1858—Aug. 30,	Arch. Scott, Esq.,	Commissioner,	200 “	
“ “	S. L. Shannon, Esq.	do	200 “	
1854—April,	John Morrow,	Accountant,	300 “	
1857—Sept’r.,	Thomas Foot,	Clerk,	150 “	
1858—July,	Walter U. Jones,	do	120 “	
August,	Jas. Laurie, Esq.,	Chief engineer,	1500 “	
1854—August,	Wm. B. Smellie,	Asst. do	250 “	
1855—April,	C. E. Hewitt,	do do	14s. per day.	
Nov’r,	W. Marshall,	do do	£220 per ann.	
1856—April,	R. J. Uniacke,		52 “	} And 5s. p. day when employed in the field.
“	A. Thomas,		52 “	
“	E. P. McHeffy,		52 “	
1857—April,	G. R. McHeffy,		52 “	
1858—Oct’r,	G. W. Archibald,		52 “	
	G. L. Vose,	} Engaged by Mr. Laurie on Pictou survey,	£25 per month	} Part time on W’r br.
	Angus McDonald,		20 “	
	Wm. Gossip,		25 “	
	Henry Poole,		25 “	
	George Wightman,	} Engaged by do. on survey to Hantsp’t,	25s. per day,	} And horse hirc.
	Thomas Ramsay,		15s. “	
	H. A. Dewitt,	} Engaged on Pictou survey,	20s. “	} Dis- charged.
	John Avery, jr.,		15s. “	
1858—June,	James R. Mosse,	Superintendent,	£500 per ann.	
“	George Taylor,	Clerk,	175 “	
Oct’r,	Jeffry Foot,	do	80 “	
Nov’r,	Arthur Busby,	do	100 “	
1856	Alexander Moir,	Superintendent of locomotives,	320 “	
1858—Nov’r,	R. P. Nugent,	Clerk,	100 “	
1856	W. McK. Coghill,	Passenger agent, Richmond,	120 “	
1857	M. Diggins,	Time keeper, and is- suer of stores, do.,	8s. per day,	

A list of railway officers—continued.

Date of appointment.	Name.	Capacity.	Salary.	
1858—June,	James Alexander,	Freight agent, Richmond,	10s. “	} including porter. } Removed from Gr'd Lake.
Dec'r,	John Adams,	Assistant do., do.,	10s. “	
1856	Thos. O'Connor,	Station agent, Bedford,	£110 per ann.	
1857—March,	Geo. P. Boggs,	Station agent, Truro,	150 “	
1858—Feb'y,	Walter M. Shea,	do. Stewiacke,	100 “	
July,	Wm. D. Catlip,	do. Win. Junct.	100 “	
Oct'r,	Thos. Gaull,	do. Grand Lake,	100 “	
Nov'r,	F. E. Cleary,	do. Elmsdale,	100 “	
“	T. H. Gibbs,	do. Shubenacadie,	100 “	
Dec'r,	H. McCallum.	do. Brookfield,	100 “	
April,	D. E. Geldert,	do. Windsor,	250 “	} incl'g porter
May,	C. H. Hamilton,	do. Mt Uniacke,	100 “	
June,	J. Chandler,	do. Newport,	150 “	
1855	John Murray,	Conductor,	10s. per day,	
1857—June,	James Hunt,	do.	10s. “	
1858—July,	Elisha Loasby,	do.	7s. 6d. “	
Sept'r,	A. R. Adams,	do.	7s. 6d. “	
Feb'y,	Wm. Johnston,	In charge of locomotives, Windsor,	12s 6d. “	
Dec'r,	Stewart Clarke,	In charge of locomotives, Truro,	10s. “	

JNO. MORROW, Acct.

Halifax, N. S. 18th Feb., 1859.

PART 2.

Statement of men employed in upholding road.

WINDSOR BRANCH.

Contract No. 1 William Yould, inspector and superintendent, 12s. 6d. per day.
 John Stears, overseer, 6s. 3d. do.
 John Larisee, laborer, 4s. 6d. do.
 Garret Stears, do. 4s. 6d. do.
 James Quinlan, do. 4s. 6d. do.
 Henry Halicy, overseer, 6s. 3d. do.
 M. Walsh, laborer, 4s. 6d. do.
 John Walsh, do. 4s. 6d. do.
 E. Daily, do. 4s. 6d. do.

Contract

- Contract No. 2 Robert Matheson, overseer, 6s. 3d. per day,
 William Memoch, laborer, 4s. 6d. do.
 Thomas Corner, do. 4s. 6d. do.
 M Giligan, do. 4s. 8d. do.
 George Gils, overseer, 6s. 3d. do.
 William Kelly, laborer, 4s. 6d. do.
 H. Barton, do. 4s. 6d.
 Patrick Ash, do. 4s. 6d.
 J. McQueen, do. 4s. 6d.
- 1 & 2 Charles Rowe, foreman, 6s. 3d. do.
 John Burrett, laborer, 5s. do.
 A. Curry, blacksmith, 6s. do.
 J. McKenzie, striker, 4s. 6d. do.
- 3 J. Steers, overseer, 6s. 3d.
 C. Steers, laborer, 4s. 6d.
 C. Madden, do. 4s. 6d.
 C. Cremens, do. 4s. 6d.
 J. Clayton, do. 4s. 6d.
 Hugh Hopkins, overseer, 6s. 3d.
 Sol. Etchells, laborer, 4s. 6d.
 K. Delaney, do. 4s. 6d.
 D. O'Roker, do. 4s. 6d.
 Pat Teddy, do. 4s. 6d.
- 4 Dan Coyle, overseer, 6s. 3d.
 A. McDonald, laborer, 4s. 6d.
 J. McClennan, do. 4s. 6d.
 J. Brown, do. 4s. 6d.
 A. McLennan, do. 4s. 6d.
 C. Harrison, overseer, 6s. 6d.
 J. M. Cormack, laborer, 4s. 6d.
 D. McLaughlan, do. 4s. 6d.
 D. McQuarry, do. 4s. 6d.
 A. McKinnon, do. 4s. 6d.
- 5 E. Elms, overseer, 6s. 3d.
 W. King, laborer, 4s. 6d.
 John Stockall, laborer, 4s. 6d.
 W. McKenzie, overseer, 6s. 3d.
 W. Burns, laborer, 4s. 6d.
 M. Dealy, do. 4s. 6d.
 P. Cronan, do. 4s. 6d.
 C. Stockall, do. 4s. 6d.

Between Richmond and Truro road,—Main line.

- Abraham Feetham, inspector & superintendent, 12s. 6d.
 W. Fitzpatrick, overseer, 6s. 3d.
 George Waite, laborer, 5s.
 John Sharpe, overseer, 6s. 3d.
 John Lesley, laborer, 4s. 6d.
 Owen King, do. 4s. 6d.
 John Smith, overseer, 6s. 3d.
 James Hefley, laborer, 4s. 6d.
 Thomas Rider, overseer, 6s. 3d.
 W. Hillyer, laborer, 4s. 6d.
 J. Hodgson, do. 4s. 6d.
 J. Mangan, do. 4s. 6d.

James Ennis, overseer, 6s. 3d.
 R. Murphy, laborer, 4s. 6d.
 D. Grimby, do. 4s. 6d.
 Thomas Neville, do 4s 6d.
 James Lindsay, overseer, 6s. 3d.
 R. McDonald, laborer, 4s. 6d.
 M. Keyho, do. 4s. 6d.
 Robert Perry, do. 4s. 6d.
 Thomas Carson, overseer, 6s. 3d.
 B. Dean, laborer, 4s 6d.
 John Kelly, laborer, 4s. 6d.
 J. O'Brien, do 4s. 6d.
 Alfred Adams, overseer, 6s 3d.
 Michael Ryan, laborer, 4s. 6d.
 Robert Mingo, do. 4s. 6d.
 Owen Gilday, overseer, 6s. 3d.
 G. McCarthy, laborer, 4s. 6d.
 J. Stewart, do. 4s 6d.
 J. Mulcurran, do. 4s. 6d.
 J. Kennedy, do. 4s. 6d.
 W. Kelly, overseer, 6s. 3d.
 Alexander Prentice, laborer, 4s. 6d.
 Thomas White, do. 4s. 6d.
 James Donohoe, overseer, 6s. 3d.
 W. Archibald, laborer, 4s. 6d.

Main line.

Contract No. 8 William Mickle, inspector and superintendent, 12s. 6d.
 W. Lockhart, overseer, 6s. 3d.
 J. Fenerty, laborer, 4s. 6d.
 Thomas Kelly, laborer, 4s. 6d.
 H. McDonald, do 4s 6d.
 John King, overseer, 6s. 3d.
 Robert King, laborer, 4s. 6d.
 P. Lynch, do. 4s. 6d.
 G. Evans, do. 4s. 6d.
 John Ross, overseer, 6s. 3d.
 M. McCormack, laborer, 4s. 6d.
 J. Carver, do. 4s. 6d.
 P. Heffernan, do. 4s 6d.

Halifax, N. S. 28th February, 1859.

JOHN MORROW.

Statement of men employed at Richmond station.

Date of employment.		
May, 1854,	George Malcolm, driver,	8s. 9d. per day.
July, 1856,	W. Stokes, do	8s. 9d.
October, 1856,	Geo. Cleland, do	10s.
Feb'y, 1857,	J. McLellan, do	10s.
May, 1857,	A. Cameron, do	10s.
do	S. Cameron, do	8s. 9d.

November

Nov'r, 1857,	John Kilday,	driver,	8s. 9d.
June, 1857,	R. Halker,	do	8s. 9d.
June 14, 1858,	Wm. Stevens,	do	10s.
Aug. 14, 1857,	J. McCarron,	fireman,	5s.
Jan. 19, 1858,	W. Hunt,	do	5s.
Mar. 12, "	W. Hearan,	do	5s.
April 13, "	B. Goodman,	do	5s.
July 15, "	James Keys,	do	5s. 6d.
July 30, "	Thomas Kilday,	do	5s.
Sept. "	George Lee,	do	6s.
Novr. "	John Deegan,	do	5s.
Aug. 14, 1857,	P. McCarron,	brakeman,	6s. 3d.
" "	Mat. McDonald,	do	5s.
" "	Danl. Jacobs,	do	5s.
June 14, 1858,	Dan. McKeachran,	do	5s.
Novr. "	Wm. Gurland,	do	5s.
Dec. 15, "	P. Moran,	do	5s.
Dec 3, "	James Parke,	do	5s.
Dec. 13, "	Michael Cronan,	do	5s.
Jan'y, 1859,	James McGrath,	do	5s.
June, 1855,	William Davis,	machinist,	10s.
Dec. 1856,	J. Hopgood,	do	6s. 6d.
May 2, 1857,	F. Creamer,	do	7s.
Dec 10, 1857,	R. Dunn,	do	6s. 6d.
January, 1858,	S. Smedley,	do	7s.
" "	Wm. Moir,	do (boy),	2s.
February, "	M. Adams,	do	6s.
Mar. 21, "	J. Walsh,	do (boy)	2s 6d.
May 7, "	Thos. Scott,	do	10s.
June 14, "	D. Johns,	do	6s. 6d.
July, "	H. Appleton,	do	7s. 6d.
" "	R. Thomson,	do	8s.
" "	E. Grund,	do	6s.
" "	John O'Donnell,	do (boy)	2s.
" "	John Smedley,	do	8s. 9d.
October, "	Wm. Appleton,	do	7s 6d.
Nov'r, "	J. McKenzie,	do	7s.
" "	Geo. Craigen,	do	6s 6d.
" "	James Bowen,	do	10s.
" "	Robert Carr,	do	6s. 6d.
January, 1859,	James Huston,	do	7s.
Sept. 1855,	John Hurshman,	blacksmith,	7s.
Feb'y, 1856,	Wm. Malcolm,	do	7s. 6d.
Decr., 1857,	R. Rutherford,	do	7s.
" "	O. Pellard,	do	7s. 6d.
June, 1858,	A. Malcolm,	do	6s.
Octr. "	Jas Malcolm,	do	6s.
Novr. "	R Malcolm,	do	5s.
July, 1856,	W. Sinclair,	striker,	4s. 6d.
June 2, 1858,	F. Parrett,	do	4s. 6d.
Novr. "	T. Ravel,	do	5s.
" "	John Connell,	do	5s.
January, 1859,	P. Walsh,	do	4s. 6d.
January, 1859,	J. Martin,	do	4s. 6d.
Aug. 14, 1857,	John Ward,	car inspector,	10s.

When the machine shop is completed and the machinery erected, a portion of these men will be dispensed with.

June,

June, 1857,	James Ham, carpenter,	6s.	
June 18, 1858,	E. Schaffer, do	7s.	
Novr. 16, "	J. McDonald, do	6s. 6d.	
" "	W. Martin, do	7s.	
January, 1859,	W. Kelly, do	6s.	} These men are employed temporarily erecting platforms.
" "	J. Rudderhan, do	6s.	
" "	H. Henderson, do	6s.	
" "	M. Goodwin, do	6s. 8d.	
" "	John Stuart, do	6s.	
June, 1858,	Thos. Kelly, watchman,	5s.	
" "	M. Phelan, do	5s.	
Novr. "	E. Perio, cleaner,	5s.	
" "	M. McGrath, do	5s.	
Feb'y, 1859,	M. Kennedy, do	5s.	
Novr. 1857,	John McKeachran, laborer,	6s.	
Novr. 16, 1857,	N. Brennan, do	5s.	
May 11, 1858,	D. Stevens, do	2s. 6d.	
June, 1858,	C. Hurshman, do	5s.	
" "	P. Nicholson, do (cutting wood),	5s.	
" "	P. Kennedy, do do	5s.	
" "	H. Glawson, do	4s. 6d.	
July 12, 1858,	Wm. Collins, do (cutting wood),	5s.	
16, "	Andrew Curran, do	5s.	
August, "	R. Keefe, do (cutting wood,)	5s.	
Sept. "	R. Wallace, do	4s.	
Oct. 16, "	John Garmon, do	5s.	
Novr. "	F. Ward, do (boy)	2s.	} Several of the labourers are employed in assisting in the erection of machinery in the work shop, and will be discharged when the work is completed.
" "	James McCarron, do do	2s.	
Novr. 1858,	Wm. Barry, do do	2s.	
" "	J. Blair, do	5s.	
" "	C. Parrot, do	4s.	
" "	George South, do	5s.	
Decr. 1858,	J. Samson, do	5s.	
January, 1859,	A. Devire, do	5s.	
May, 1858,	D. McCann, do	5s.	
Aug. 14, 1857,	Neal McKinnon, office porter,	5s.	
" "	P. McGinnis, freight porter,	5s.	
Novr. 3, "	Jas. Devine, do	5s.	
" "	Jas. Phelan, do	5s.	

Statement of men employed at the following stations :

WINDSOR.

Aug. 14, 1857,	Daniel Ward, carpenter,	7s.
June, 1858,	Edward Davison, freight porter,	6s. 3d.
" "	James Brady, night watchman,	5s.
" "	Wm. Jones, engine cleaner,	5s.
" "	P. Hensworth, pointsman,	5s.
" "	P. Collins, wood cutter,	5s.
Decr., 1858,	John Finlay, laborer,	5s.

TRURO.

Aug. 14, 1857,	S. Swindle, machinist, and spare driver, 10s.,		
June 14, 1858,	H. Murray, car inspector, 7s.		
Septr. “	M. Kallaher, fireman, 5s.		
Decr. “	J. M. Gleeson, cleaner, 5s.		
“ “	J. Duncan, tankman, 5s.		
“ “	———, night watchman, 5s		
January, 1859,	George Wood, cleaner, 5s.		
“	R. Johnson, labourer, 5s.		
“	Donald McKay, do. 5s.		
“	— Yould, chief porter, 6s. 3d.		
“	— Ryan, freight porter, 5s.		
“	— Faulkner, switchman, 5s.		
July 16, 1858,	A. Kennedy, attd'g tank & cutting wood, 6s. 3d.	Windsor Junction,	
“	Joseph Howie, do	5s.	do
“	William Mitchell, do	5s.	do
June, 1858,	John Coon, tanksman, 5s.,	Sharp's road.	
“	John Gilfoy, porter and signalman, 5s,	Horn's road.	
“	John Keefe, porter, 5s.,	Elmsdale.	
“	J. Ferguson, porter and pointsman, 5s.,	do.	
“	James Fraser, assisting at tank, 5s.,	do.	
“	Angus McDonald, porter, 5s.,	Shubenacadie.	
“	John Carver, porter, 5s.,	Stewiacke.	
“	R. Malcolm, tanksman, 5s.,	Polly Bog.	
“	G. McLennan, tanksman, 5s.,	Brookfield.	
“	F. Gourly, sawing wood, 5s.,	do.	
“	John Butler, porter, 5s.,	Beaver Bank.	
“	P. McCarthy, tanksman, 5s.,	Still Water.	

JOHN MORROW.

Halifax, N. S., 28th February, 1859.

No. 22.

REPORT OF INSPECTOR OF MINES.

Office of inspector of mines,

31st December, 1858.

SIR—

I have the honor to submit for the information of his excellency the lieutenant-governor, and the other branches of the legislature, the following report, in triplicate, of the proceedings of the past year, in connection with my office of inspector of mines.

After a careful inspection, at various times during the year, of the different mining localities in the province, I have been enabled to obtain the following facts and statistics, in reference to these works, viz :

The principal mining operations in this province are those carried on by the General Mining Association. They have extensive works in Cape Breton, Pictou and Cumberland or the Joggins. The productive coal measures of the county of Cape Breton occupy a narrow tract about seven miles in width, extending from Mira Bay on the east to the Great Bras d'Or on the west, the superficial area being about 200 square miles.

The

The areas leased to the General Mining Association are coloured light red, and are designated by the letters A, B and C, on the map number 1, accompanying this report.

The Point Aconi and Sydney mines area (A) contains 19 square miles.

The Lingan (B)	14	do
The Bridgeport, (C)	2	do

—
35 square miles.

Mines have been opened by the General Mining Association, at Point Aconi, Sydney, Lingan and Bridgeport, but their operations are at present confined to the Sydney and Lingan mines. There are two pits in working order at the Sydney mines, viz: the reserve pit and the queen pit, see map No. 1. The former is 40 fathoms in depth. The seam of coal is 4 feet six inches in thickness, and the dip is east at an angle of five degrees. The coal is raised and the water pumped by an engine of 30 horse power. The workings in this pit are very limited, not exceeding three acres. It has not been in operation during the past year, all the coal required having been supplied by the queen pit. The queen pit workings are all on the main, or six feet seam, from which the well known and highly esteemed Sydney coal has been obtained during the last 30 years. The average dip of this seam is east at an angle of five degrees. The out crop is shewn by the dotted line F F, and the eastern boundary of the area already worked out by the dotted line G G. The area of unwrought coal, including the queen pit, is about 760 acres.

The plan No. 2 is a correct delineation of the queen pit workings up to the end of October last, upon a scale of one chain to the inch. The vertical section of the strata cut through in the sinking of the queen pit, is shewn in figure 3, upon plan No. 2. G is the down cast shaft, sixty fathoms in depth. The pumps for raising water from the mine are in this shaft. H is the upcast shaft, by which the coals are brought to the surface. I is the furnace for ventilation, the air descending the downcast shaft. G is split into three main currents, and after circulating through all the workings passes over the furnace I, and ascends to the surface through the upcast pit. It is guided and controlled in its course through the various workings by means of solid stoppings and air doors. The coal is worked by what is generally called the bord and pillar method. The shafts being sunk, a pair of exploring drifts or levels are driven out horizontally in each direction from the shafts. From these levels narrow roads are driven to the rise, as shewn in the plan, the bords being again driven off horizontally from these narrow roads and parallel to the main levels. The width of the bords or parts excavated, are $5\frac{1}{2}$ yards,—that of the narrow roads or drifts, from 2 to 3 yards, and the width of the pillars varies from 8 to 9 yards, their length from 20 to 30 yards. It will be seen by the plan that a pillar or barrier of coal 200 feet in width has been left between the queen pit workings and the old works to the rise. A new division of workings has recently been opened to the dip of the queen pit shaft, by means of the drifts K K and L L. In the course of a year or two, all the colliers will be employed in this deep division. A high pressure engine of 50 horse power has been erected at M, for drawing the coals from the deep division up the inclined plane K K to the level of the upcast shaft bottom. The coals are brought from the various workings to the pit bottom in iron tubs or waggons upon light railways. In this service 38 horses are employed, and there are $5\frac{1}{4}$ miles of railway in the mines. The following is a statement of the number of men and boys employed in the queen pit at present.

	MEN.	BOYS.
Over men and deputies,	3	0
Colliers,	192	0
Labourers,	17	0
Road makers,	4	0
Pit bottomers,	4	0

Men

	MEN.	BOYS.
Furnace men,	1	0
Inclined plane,	2	0
Horse drivers,	0	38
Door keepers,	0	15
	<hr/>	<hr/>
Total,	223	53

The quantity of coal produced by this force when at full work is about 500 tons per day. Ascending to the surface, we find a high pressure engine of 90 horse power, employed in raising coal from the pit, and a low pressure engine of 150 horse power, employed in pumping water. At present 920 tons of water are pumped daily out of the mine. The coal raised during the winter is banked on the surface,—that raised during the summer is sent direct from the pit to the shipping. The whole is passed over iron screens half an inch in width, which takes out the fine or slack coal. The coal having been weighed upon a platform scale, is conveyed by a railway three miles in length to the shipping place at the North bar. (See map No. 1.) There are two locomotive engines on this railway. There are six shipping berths for vessels of all sizes up to a draught of 20 feet,—1000 tons of coal can be shipped per day. There is an iron foundry, workshops, fitting shops, &c. in connection with the works, where steam engines and all kinds of mining machinery and implements can be manufactured and repaired. The lathes, planing machine, and boring mills, &c., are driven by a steam engine of 40 horse power; the other buildings on the mines owned by the association are 48 houses of brick and stone, occupied by the agents and workmen, 96 houses of wood, and six buildings used as stores and warehouses. There are also on the Sydney mines 4 churches owned by their congregations, viz:—1 Free church of Scotland, one Roman Catholic, one Episcopalian, and one Wesleyan. There are 25 horses employed on the surface. The greater part of the hay consumed by the pit and surface horses is raised on the mines. The number of acres of land under cultivation is about 215. The following is a statement of the number of men and boys, with their occupations, employed at Sydney mines, viz:—

	MEN.	BOYS.
Clerks and over-men,	4	0
Engineers,	12	0
Stockers,	5	1
Blacksmiths,	8	0
Stickers,	7	0
Carpenters,	10	0
Boiler makers,	2	2
Foundry men,	3	1
Sawyers,	2	0
Masons,	2	0
Banksmen,	9	3
Coal fillers,	14	5
Horse drivers,	11	4
Coal skippers,	10	0
Coal weighers,	1	1
	<hr/>	<hr/>
Total,	100	17
Add total in pit before enumerated,	223	53
	<hr/>	<hr/>
Total number of men and boys at the Sydney mines,	323	70

Coal shipped from the Sydney mines.

Places shipped to.	Tons in 1857.		Tons in 1858.	
	Large.	Small.	Large.	Small.
United States, - -	11551	6513	9340	4992
Canada, - - -	7267		816	
New Brunswick, - -	6159	26	1365	15
Prince Edward Island, -	2216		2388	
French Islands, - -	1711	87	3219	165
Newfoundland, - -	41980	107	33723	48
Great Britain, - -	96			
West Indies, (foreign,) -	223		1647	
Nova Scotia proper, -	39197	316	39944	402
Cape Breton, - -	867	1900	818	1785
Total, - -	111267	8949	93260	7407

LINGAN MINES.

These mines were first opened in the year 1854, for the purpose of obtaining a supply of coal for certain gas works in the United States, where the coal was much esteemed for that purpose. The seam of coal is 9 feet in thickness, and the dip north-east, at an angle of 12 degrees. The mine has been opened by an adit, or level, driven from the sea shore, at N, (plan No. 3) in the direction of the strike to O, a distance of 1284 yards. As the height of the surface above the sea level is only 70 feet, and the dip of the seam north-east, at an angle of 12 deg, only a very narrow strip of seam can be drained by level. The coal is brought by horse power up the inclined planes driven into the seam itself. P P is the plane in use at present for that purpose. The water level N O, and the horse road which will probably be continued some 300 or 400 yards further, intercept all the water which finds its way into the seam from the out crop. The bords R R R, it will be observed by the plan, are driven from the horse road, and nearly at right angles thereto, towards the outcrop. Pillars fifteen feet in width are left between the bords, which are 16½ feet in width. The coal is brought in iron tubs upon railways from the bords to the foot of the inclined plane P P. It is proposed to continue this drift any distance to the dip, in the direction SS, that may be necessary for the purpose of opening the workings in the deep part of the seam. An engine house has been erected ready to receive a high pressure engine of 50 horse power, at the top of the inclined plane P P, which will draw all the coal, and pump the water from the dip workings.

About fifty men were employed at these mines in the spring of this year, but owing to the great falling off in the demand for this coal, the number of men has been gradually reduced to eight or ten at the present time. The coal is conveyed upon a railway one mile in length, from the pit to the wharf, by horse power. There are here two loading berths, where 300 tons per day can be shipped. The harbor is only adapted for vessels of light draft of water; the depth on the bar at common tides not exceeding 11 feet at high water. Suitable houses, stores, and shops, &c. have also been provided at these mines. When the engine in progress shall have been erected at the mouth of the inclined plane or drift P P, it is estimated that this colliery, with very little outlay, will produce 50,000 tons of coal per annum. The price of the coal being 10s. 6d. per ton, or 2s. per ton less than those at the Sydney mines, it is probable that this mine will be resorted to by the smaller class of vessels to a considerable extent.

Coals sold.

Where shipped.	Tons in 1857.		Tons in 1858.	
	Large.	Small.	Large.	Small.
United States,	8079	131	2250	858
Prince Edward Island,	60			
Nova Scotia proper,	1709	72	1537	135
Cape Breton,	31	152	115	47
Total,	9879	355	3902	1040

POINT AUCONI MINE.

Levels have been driven into the coal seam at Point Auconi, which varies from 5 to 7 feet in thickness; but the works here are so trifling, that I did not consider it necessary to report more in detail.

Coal sold from these mines.

Where shipped.	Tons in 1857.		Tons in 1858.	
	Large.	Small.	Large.	Small.
Nova-Scotia proper,	150	52		
Newfoundland,	146			
Cape Breton,	171	101	138	67
Total,	467	153	138	67

ALBION MINES.

These mines are situated on the East River of Pictou, distant from the harbor about six miles. The extent of area or coal tract owned by the Mining Association under their lease, is four square miles; its shape is that of a parallelogram, the longest side being three miles, and the shortest about one mile and one-third. There are three coal working shafts in connection with these mines, viz: The deep seam shaft—the Dalhousie shaft, and the Crushed mines shaft.

The workings of the deep seam are suspended for the present, owing to the large quantity of coal on the bank. Connected with each of these, is a low pressure engine, the working powers of which are respectively as follows, viz:

The deep seam 20 horse power, the Dalhousie 16 horse power, and the Crushed mines 20 horse power. In addition to these winding engines, is a powerful condensing pump engine, by which the water is raised to the surface. The power of this engine is about 80 horse, and it seems more than equal to the duties it has to perform. Next in importance is the locomotive engine establishment of these works. There are six of these engines, and by them the coal is hauled from the mines to the loading ground or place of shipment in cars or waggons, carrying each three tons of coal. Large workshops are conveniently arranged, in which are employed a sufficient staff of mechanics, capable of performing any work required, arising either from accident or otherwise.

Attached

Attached to these workshops is an extensive iron foundry, suitable to the requirements of the mines, even to the manufacturing of engines. The loading ground is distant from the mines about 5 or 6 miles, and the facilities at the former place are such, that as many as nine vessels can receive their cargoes at one time; and I have been informed by Mr. Scott, the active agent at these mines, that it is in contemplation further to encrease the number of these loading berths, with the view of dispatching vessels with all possible celerity, as they arrive in fleets for coal. The deep seam alone, is capable of producing 300 tons per day. The Dalhousie, or upper seam, 450 tons, and the Crushed mines 200 tons, in all about 950 tons per day, of large coal. The quantity which can be shipped per day, under the present arrangement, is from 1200 to 1500 tons; but when the extension of the berths shall have been completed, it is expected that so much as 2000 tons per day can be readily shipped. The whole length of the railway in use, including turnouts and branches, is about $9\frac{1}{2}$ miles.

The underground department may be described as follows :

DEEP SEAM.

The depth of this seam from the surface is 295 feet. The number of bords or working places are 28, all of which, but one, are to the rise of the working pit bottom. The angle or dip of the seam is about one in three, in a northeasterly direction. The method of working used here, as at the Sydney mines, is that of the bord and pillar; the bords being from 9 to 18 feet wide, with a solid wall or pillar left between them of 15 feet in thickness. The 9 feet wide bords are for permanent purposes, such as horse roads, &c. The 18 feet bords are of the more regular workings. Angular headings or gate roads are at intervals driven across the district of bords, for the purposes of ventilation, and shortening the length of the railroads.

The following is a working section of the seam taken in the bord marked B. (See working plan.)

Roof, iron stone mixed with shale.

	feet.	in.
Good coal,	1	8
Coarse do,	0	9
Good coal,	5	0
Coarse do,	1	3
Good coal,	4	6
	<hr/>	
	13	2

The thickness of the strata (black shale with iron stone bands) between this and the upper seam, is 157 feet. The workings are chiefly on the north-west side of the pit. The waggons in use for conveying the coal from the workings to the surface, are of wood, and contain 12 bushels, and are mounted on wheels. Railroads are laid throughout the whole extent of the works, the total length of which is about 3628 yards. The ventilation is produced by a furnace, placed at the bottom of the upcast shaft. The drainage is effected by drifts driven across the strata from this seam to the upper seam, from which the water is raised by the pumping engine placed on the lowest level belonging to the old works, from which all the water accumulating in the upper seam is also raised to the surface.

CRUSHED MINES.

The seam operated upon here, is the upper or main coal seam, and the manner of working it the same as that adopted in the deep seam. These workings are on the dip or low side of the shaft; all the coal to the rise having been exhausted some years ago. This, together with a crush which had taken place in the district, caused it to be abandoned.

Superior scientific and practical ability, having, however, (in the person of the present able manager, Mr. Scott,) been brought to bear on this locality, the works have been successfully re-opened, and now promise to become the most important of any connected with this extensive colliery. For the purpose of raising the coal from this district, a high pressure engine of great power has been erected under ground, which is supplied with steam from the surface. On referring to the plan, it will be found that the leading exploring places have as yet advanced to no great distance from the starting points, but as the works are becoming daily extended, it is likely that there will soon be an abundant supply of rich coal from this valuable mine. The present working places are of various widths, from 9 to 18 feet. The ventilation is strikingly powerful—one downcast, and two upcast shafts, being employed for that purpose. The depth of this seam from the surface, is about 80 fathoms; the angle of dip being one inch in three in a north-easterly direction. Railroads are also used in these workings, and the coal is brought to the surface in boxes containing about 18 bushels. The following is a working section of the seam taken in the bord marked A on the plan.

Roof, black shale.

Good coal, 12 feet 10 inches.

The length of the railway in use in this seam is 2844 yards. The steam engine used here is called the Victoria, by which distinguished name the district is also designated on the plan.

The workings in the Dalhousie pit, are in all respects conducted in a manner similar to those last described, as will appear by the plan herewith submitted, on which they are called "the Mulgrave workings," after the distinguished nobleman who governs this province, and who honored this colliery with a visit last summer. His excellency, it seems, descended into these lower regions, with all the alacrity and *sang froid* of a practised miner, to the no small astonishment and admiration of the colliers.

The workings in this locality are on the dip, or lower side of the upcast pit bottom, owing to which another high pressure winding engine has been recently erected under ground, by which the coals are brought to the pit bottom. During the last few years, I have understood that the yield from this pit has principally been from the lower portion of the main coal seam, known as the 14 feet coal. Nearly the whole extent of the Dalhousie workings had been formerly worked over.

Railroads are also carried into every working place in this mine, and the coal is conveyed in boxes on wheels, containing 18 bushels.

I have found the ventilation here, as elsewhere, both powerful and salubrious, there being 2 downcast and 2 upcast shafts employed for that purpose. The depth of the coal shaft from the surface to the seam, is about forty fathoms; and the angle and direction of the dip are the same as in the other districts of the mines. No serious faults or dislocations appear to have been met with throughout the whole extent of these workings.

The following is a statement of the workmen at these mines :

Under ground.

Overmen,	4
Pickmen and loaders,	197
Enginemen,	2
Bottomers,	3
Incline boys,	7
Trappers and way cleaners,	19
Ostlers,	3
Roadsmen,	4
Watchmen,	2
Furnace keepers,	2
Railroad drivers,	46

Surface men.

Managers and clerks,	3
Bailiffs,	2
Carpenters,	6
Blacksmiths,	12
Steam breakmen,	5
Founders,	4
Enginemen,	8
Engineers of locomotives,	10
Coal drivers,	4
Masons,	4
Laborers,	40
Wharfmen,	8
Shipping officers,	2
Gate keeper,	1
	109
Total,	398

This force is lodged in the following number of houses, situated near the works, and owned by the mining association, viz :

Brick and stone,	15
Wood,	234
	249
Total,	249

Abstract of the sales of coal from the Albion mines, for the years 1857 and 1858.

Where shipped.	Tons, in 1857.		Tons, in 1858.	
	Large.	Small.	Large.	Small.
United States,	127614	10902	89217	6396
Prince Edward Island,	1233	3420	738	2373
Canada,	621	18	963	21
Newfoundland,		156		51
New Brunswick,	432	1554	477	984
Nova Scotia,	7839	6098½	9212½	4519½
Total,	137739	22148½	100607½	14344½

JOGGINS MINES.

These mines are situated on the western shore of the Cumberland Basin. The extent of coal tract here, held by the association under their lease, is four square miles, being 256 chains by 100 chains. This area comprises two coal seams, the one at present in operation being known by the name of "King's coal," and the other as "Queen's coal." The latter lies at considerable depth below the former; and the strike of both seams appears on the beach at high water mark, distant from each other about eleven hundred yards. The direction of the strike line is south-east and north-west, being nearly at right angles with the line of coast.

The operations of the association at these mines, are on a very limited scale, as compared with their works in the other parts of the province. The principal demand for

for this coal is at St. John's, New Brunswick, where, however, it meets competition, the best English coal being abundantly brought into that city as ballast for the vessels which arrive from Great Britain.

The following is a statement of the quantity of coal sold at the Joggins during the past and preceding years.

Coals sold in Port of destination.	1857.		1858.	
	Large. tons.	Small. tons.	Large. tons.	Small. tons.
St. John, N. B.			1241½	
Shepody, N. B.			27	3
Windser, N. S.			69	88½
Digby, N. S.			229½	
Portland, Maine,			418½	
Hillsboro', N. B.			822	
Horton, N. S.			75	13½
Boston, Mass. U. S.			52½	
Bath, Maine,			238½	
St. Andrew's, N. B.			25½	
Maitland, N. S.			6	28
Moncton, N. B.			99	15
Minudie, N. S.			15	
Sold in 1857,	7164			
Total,	7164		3376	227

The working of this seam is effected by a perpendicular shaft, on which is placed a double horse gin, for the purpose of raising the coal to the surface. The situation of this shaft is about 780 yards in a south-easterly direction from the line of the shore, and communicates with the water level bord, driven from the beach throughout the extent of the workings.

On the rise side of the water level bord, there are about 80 yards of available coal tract, which terminates at the crop line of the seam. In this width of 80 yards, from 14 to 16 coal cutters are usually employed during the shipping months, little being done in the winter season.

The method resorted to in the working this seam, is also the bord and pillar system, the pillars being left sufficiently strong to bear the upper strata.

From 60 to 70 tons per day might be raised throughout the year at these mines. The direction of the full dipping of the seam is south-west, and is about one to three. The following is a section of the seam taken in the bord marked A on the working plan :

Roof, light gray metal stone.	
Good coal,	1 ft. 6 in.
Slate,	0 3
Good coal,	1 8
Hard fire clay,	1 9
Good coal,	1 9
	<hr/>
	6 11

The coal here, as at the other works of the association, is passed over a screen on the surface, to separate the slack from the large coal. Waggons containing 30 cwt. each, are used for conveying the coal from the pit's mouth to the place of shipment, a distance

distance of about 800 yards. On the railroad is placed a proper weighing machine, where the coal is weighed before it is shipped. This is also the case at all the other mines above referred to.

The average number of persons employed on those works throughout the year is as follows :

<i>Under ground.</i>	
Manager,	1
Overman,	1
Coal cutters,	14
Horse drivers,	4
Coal haulers,	4
Roads men,	2—26
<i>Surface.</i>	
Laborers,	10
Carpenter,	1
Blacksmith,	1
	—
Total,	38

As the lower seam, or "Queen's coal," has not as yet been opened, I am unable to give any particulars respecting it.

SPRING HILL.

The tract of coal leased to the mining association in this district, amounting to four square miles, is yet unopened.

A table shewing the quantity of coal sold from the works of the General Mining Association during the years 1857 and 1858, respectively, and the respective prices of coal per ton, at the different collieries.

Locality.	1857.	1858.	Deficit.	Price.	
	Large coal.	Small coal.		Large.	Small.
Sydney mines,	111267	93260	18007	12s. 6d.	4s.
Lingan,	9879	3902	5977	10s. 6d.	4s.
Auconi,	467	138 $\frac{3}{4}$	329	10s. 6d.	4s.
Albion mines,	137739	100607 $\frac{1}{2}$	3713 $\frac{1}{2}$	12s. 6d.	6s.
Joggins,	7164	3376	3788	12s.	4s.
Total,	266516	201285	65232		

It will be perceived from the foregoing table, that there has been a falling off in the sale of coal this year, as compared with the last, of 65232 tons. This has been ascribed to a temporary depression in the trade and manufacturing establishments of the United States, and it is hoped that with the expected reaction of the coming season, a corresponding increase will take place in the coal trade of the province.

Before turning from the works of the Mining Association, it is proper to observe, that the different collieries seem to be conducted with great skill and ability, by the managers at the respective works. They have uniformly rendered me every necessary assistance in my capacity of superintendent of mines.

Every department seemed perfect in itself, while the harmonious action of all the parts shews the perfect triumph of mind over matter, and proves to a demonstration, that "knowledge is power." Mr. Scott, of the Albion mines, by the aid of his superior scientific and practical attainments, as a mining engineer, has, to the astonishment of every person acquainted with the supposed difficulty of the task, effected an achievement in science, which it was thought impossible to perform—namely, the re-opening of the Crushed mines. Not only has he succeeded in re-opening these works, but he has now brought them to such a state of efficiency, that they promise to yield an un-failing supply of excellent coal.

Mr. Brown, of the Sydney mines, has, I believe, been superintendent of the works there for the last twenty-five years. Under his able, judicious, and scientific management, every difficulty seems to vanish, and the collieries under his control appear to be conducted upon the most approved principles of modern skill and economy. The agents at the other mines, also seem to be well qualified for their respective positions. During the past year but one casualty occurred at the Sydney mines, and two at the Albion mines,—all of which, I regret to say, proved fatal. That at the former colliery resulted from the carelessness of the deceased, who fell down the shaft while the pit was at work. The accident at the latter place was occasioned by the sudden escape of fire damp from the strata, which, however, was confined to a narrow space, into which unfortunately, the sufferers imprudently ventured with naked light, although it seems they had been warned that indications of inflammable gas had been discovered in that locality.

Mines opened outside of the areas held by the General Mining Association.

Considerable explorations have been made during the last summer in different parts of the province, some of which, it is gratifying to say, have been rewarded with the discovery of valuable coal deposits; and although the mining operations connected with these seams, are as yet but comparatively small, and of limited extent, it is to be hoped nevertheless, that with the application of skill, and mechanical appliances, a large yield may at no distant day arise from this growing source of our provincial industry.

In the county of Cape Breton, mines have been opened at Bridgeport by E. P. Archbold and Patrick Caddigan, from which about one thousand two hundred tons have been sold during the past season, principally at the Halifax market. The price of this coal at the pits is 9s. 2d. per ton. The thickness of Caddigan's seam is 5½ feet, and that of Archbold's is represented by that gentleman himself, as being of the uncommon thickness of 10½ feet.

The parties in possession of these respective works are very sanguine as to the success of their several enterprises, and informed me that they intend greatly to enlarge their operations during the coming summer.

Pictou district.

There are 2 pits or coal workings situated about a mile to the eastward of New Glasgow, which have been severally opened by John McKay and George McKay. About three hundred tons of coal have been sold from these works last season, for home consumption, at 8s. 4d. per ton. The thickness of these several seams is about 4½ feet. There is also a mine in operation, situated on the eastern side of the East River of Pictou, and at no great distance from the Albion mines. It is at present managed by John Wilson, who has sold during the last year from these works, about 100 tons of coal, at 8s. 8d. per ton. The thickness of this seam is about three feet two inches.

Another

Another colliery is carried on by one Carmichael McKay, situated on the western bank of the East River, and about 100 yards to the southward of the association's boundary. About one hundred tons have also been sold from this mine, at 10s. per ton. The thickness of this seam is two feet three inches.

Pictou Town.

Quite a spirited and praiseworthy effort has been made by the principal inhabitants of this town to discover coal in its vicinity, the result of which, it is to be regretted, has so far not proved successful. Three bore holes have been put down to various depths, the first in the neighborhood of Battery Hill, 152 feet deep; the second at the back of the town, 107 feet deep; and the third near the gas works, 57 feet deep.

In the first hole, at about 80 feet, a dark clay was met with, two feet thick, intermixed with coal, and again, at about 125 feet, a similar stratum was discovered. In No. 2 hole, nothing but red shale was met with, and in No. 3 hole, loose or unstratified metal.

It is to be hoped, however, that these explorations will be renewed with better success next summer.

Salmon River mine.

In this district, on the west side of the main road leading from Salmon River to Truro, and about a mile from the former place, a winning during the past year has been effected, at considerable outlay. A shaft has been sunk 25 feet deep, attached to which is a powerful horse gin, for raising the coal to the surface. About 80 yards in a north-easterly direction from the sinking shaft, a bore hole has been put down to the depth of about 160 feet, and the same vein has been found six feet in thickness. This would indicate a thickening of the seam in that direction, and that its angle of dipping is about one inch in three. The means of carrying on this laudable enterprise have been provided by a few gentlemen belonging to the neighborhood.

The thickness of this seam varies from three feet four inches to about six feet. The quantity of coal sold from this colliery, is given at about one hundred tons, which has been principally used for home consumption. The price has been 10s. per ton.

It is to be hoped that these works will be prosecuted with renewed vigor next season. This mine is distant about fifteen miles from the town of Truro.

Cumberland.

A mine has been opened by William Patrick, at River Hebert, about five miles from the Joggins, and although the seam, as far as it has been yet followed, is no more than about two and a half feet thick, the coal is said to be of the best quality. I have heard that a company is about being formed to work out this seam to its fullest extent. The River Hebert, being navigable for vessels of considerable draught, to within a short distance of the mine, it is expected that a large export of coal from this locality will shortly take place. Up to this time, Mr. Patrick has sold about 375 tons, at ten shillings per ton.

A table shewing the number of mines opened during the past year on provincial mineral lands, by whom opened, with the quantity of coal sold from the different mines, and the respective prices obtained therefor.

Locality.	By whom opened.	Quantity sold in tons.	Price per ton.
No. 1 Bridgeport,	E. P. Archbold,	469	9s. 2d.
2 Ditto,	Patrick Caddigan,	696	9s. 2d.
3 New Glasgow,	John McKay,	376	8s. 4d.
4 Ditto,	George McKay,	143	8s. 4d.
5 East River, Pictou,	John Wilson,	66	8s. 8d.
6 Near Albion mines,	Carmichael McKay,	100	10s.
7 Salmon River,	Robert Smith and others,	100	10s.
8 River Hebert, Cumberland,	William Patrick,	375	10s.
	Total,	2325	

I think it right to observe, that in some parts of the province, there are persons in the habit of illicitly selling coals in small quantities at a time. This evasion of the royalty is not only unfair to the province, but it is likewise unjust to the General Mining Association, and other lessees, who have to compete in the market with parties who pay no duty. Indeed, the province by its agreement with the association, has undertaken to protect them from this kind of improper interference with their trade. I have thought it my duty therefore to suggest the necessity of such an amendment of the law as may lead to a suppression of this illegal traffic.

In conclusion I may remark, that in reviewing our mineral resources, we are as yet scarcely in a position to pronounce upon either the extent or value of their future developments, or to limit by any practical standard, the expectations that I think, may be reasonably formed of their great importance to the province. As yet, indeed, little more has been done, than to make a few hasty explorations, many of them conducted by individuals unaided by either science or capital. And yet, feeble and inefficient as these efforts have been they have, nevertheless, been rewarded with the discovery of eight different collieries, from which 2325 tons of coal have been sold last season.

From such a beginning then made, under such unfavorable auspices, who will venture to predict what the result may yet be ?

If these 2325 tons of coal appear small to begin with, let it not be forgotten that all initiatory attempts must necessarily be limited in their inception. The first year that operations were commenced by the General Mining Association at Pictou, the whole export from their works, did not exceed 75 chaldrons, while in the succeeding year they increased their sales to 4,400 chaldrons ; and so continued steadily in an ascending ratio, until in 1857, their exports reached the large amount of nearly 138,000 tons at this colliery alone.

Accompanying this report, I beg to submit the following plans and statistics, viz :

1st,—Working plans of all the collieries at present in operation held by the mining association under their lease.

2nd,—Surface plans of the respective areas held by them.

3rd.—A particular statement of all the coals shipped at their different workings during the past year, specifying the names of the vessels, and masters, their respective destinations, with the quantity of coal carried by each vessel ; and

4thly.—A particular statement of all the coal sold from the mines in Nova Scotia and Cape Breton, worked by the General Mining Association, from the years 1827 to 1857 both inclusive.

I have the honor to be,

Your very obedient servant,

JAMES McKEAGNEY,

Inspector of mines.

To the honorable the provincial secretary.

Plans and papers submitted with report of inspector of mines, viz :

- No. 1 Plan of underground workings, Sydney mines.
- 2 do at Langan mines.
- 3 do at Albion mines.
- 4 do deep seam workings, Albion mines.
- 5 Underground plan of Joggin mines.
- 6 Plan of coal measures of county of Cape Breton,
- 7 Surface plan of Albion Mines, coal tract held by the Mining Association.
- 8 Surface plan of Cape Breton coal tract.
- 10 And surface plan of Spring Hill coal tract.

Also, a tabular statement of all the coal shipped, for the year ending 31st day of December last, from all the workings belonging to the General Mining Association, specifying the names of the vessels and the masters, their respective destinations, with the quantity of coal carried by each vessel.

Also, a particular account under oath, by the respective parties who have opened mines on provincial lands, detailing the quantity of coal sold during the past year from their several works.

And also, a full and particular statement of all the coal sold from the mines in Nova Scotia and Cape Breton, worked by the General Mining Association, from the years 1827 to 1857 both inclusive.

JAMES McKEAGNEY,

Inspector of Mines.

Statement of coal sold from the mines in Nova Scotia and Cape Breton, worked by the General Mining Association, from year 1827 to 1857, both inclusive.

YEAR.	ALBION MINES.				SYDNEY MINES.				LINGAN MINES.			
	Large.		Small.		Large.		Small.		Large.		Small.	
	chals.	bus.	chals.	bus.	chals.	bus.	chals.	bus.	chals.	bus.	chals.	bus.
1827,	36	63½		57	4297							
1828,	2185	62	11	21	5134							
1829,	2664	37	26	25	4951							
1830,	2951		40	34	5954							
1831,	3942	25	53	29	7463							
1832,	5735	3	142	16	9906			72				
1833,	9235	42	122	23	7077			66				
1834,	6762	33	165	49	5794			10				
1835,	8092	57	374	60	7466			25				
1836,	15339	6	2131	11	15380			88				
1837,	15370	27	1674	22	16931			396				
1838,	14253	70	2040	27	13796	9		217	4½			
1839,	20540	43	1569	34	21757	9		154	18			
1840,	10547	45	1376	69	18267	35		442	22½			
1841,	20055	69	2409	3	23784	4½		596				
1842,	15025	59	2640	39	24246	12		790	7½			
1843,	10093	31	2224		23422	27		839	13½			
1844,	11677	69	2492	39	22801	4½		661	24			
1845,	20693	30	4028	39	24223	28½		1658	15			
1846,	23663	69	3891	36	21437	1½		1324	22½			
1847,	35104		5874	60	26061	19½		1733	22½			
1848,	31194	24	5784	42	25149	7½		1460	33			
1849,	27143	3	5180	33	24953	18		1529	5			
1850,	28831	60	5448	54	24230	12		2018	9			
1851,	22233	36	4490	48	22904	21		1868	22½			
1852,	28548	24	6325	12	26387	6		1759	6			
1853,	37410	60	7325	36	25963	30		1613	19½			
1854,	35725		6253	6	33278	30		2077	9	115	24	4
1855,	41383	24	4811	12	29382	4½		2208	16½	1598	9	200
1856,	39674	24	4962	48	33849	27½		2398	3	3143	18	131
1857,	45913		7382	48	38368	3		3086	3	3406	28½	122
	592030	13½	91245	24	594368	22		29094	24½	8264	7½	509
												1½

Newcastle measure.

Statement of coal sold, &c.—continued.

YEAR.	POINT AUCONI MINES.				JOGGINS MINES.			
	Large.		Small.		Large.		Small.	
	chals.	bush.	chals.	bush.	chals.	bush.	chals.	bush.
1848,					445	60	1	4
1849,					900	36½	21	9
1850,					1206	30½	9	24
1851,					1197	58	124	15
1852,					1473	50	323	70
1853,					1782	39	214	12
1854,					2708	14	309	19
1855,			21	18	1838	43	191	32
1856,	35	33	56	26	2686	63	202	54
1857,	161	12	53		2387	49	199	55
	197	9	131	8	16628	11	1597	6

YEAR.	BRAS D'OR MINES.				BRIDGEPORT MINES.			
	Large.		Small.		Large.		Small.	
	chals.	bush.	chals.	bush.	chals.	bush.	chals.	bush.
1830,					579			
1831,					1531			
1832,					1724			
1833,	506				5448			
1834,	61				4814		6	
1835,	23				3563		6	
1836,	47				4127		30	
1837,	702		3		6094		92	
1838,	132	7½	12	33	6279	30	224	
1839,	7	22½	23	22½	6239	6	245	30
1840,	15	30	17	12	6019	27	392	
1841,	9	22½	16	24½	4330	6	158	9
1842,	62	6	24	26	5042		233	9
1843,	35	10	19	16½			45	
1844,	32		14				53	
1845,			541	1½	814	25½	81	
1846,			273	1½	74	27	48	18
1847,			191	6¾	68	18	59	30
1848,			203	3	41	24	64	6
1849,			200	21	7	12	46	18
1850,			27				9	
1851,								
1852,			19					
1853,			5					
	1633	26½	1596	24½	53797	31½	1791	12

Abstract of returns of coal raised, sold and exported at her majesty's mines in Nova Scotia, in the year ending 31st December, 1858.

	Total quantity of coal raised and sold in tons.		Number of tons sold for home consumption.		Number of tons exported to the United States.		Number of tons exported to the neighboring colonies.	
	Siftings or slk.		Siftings or slk.		Siftings or slk.		Siftings or slk.	
	Large coal.	tons. cwt. qr.	Large coal.	tons. cwt. qr.	Large coal.	tons. cwt. qr.	Large coal.	tons. cwt. qr.
Pictou,	100607 10 0	14844 10 0	9212 10 0	4519 10 0	89217 0 0	6396 0 0	2178 0 0	3429 0 0
Sydney,	93260 10 0	7407 15 0	40762 10 0	2187 15 0	9340 0 0	4992 0 0	43158 0 0	228 0 0
Joggins,	3376 6 2	255 5 0	451 16 2	158 5 0	709 10 0	72 0 0	2215 0 0	25 0 0
Lingan,	3902 0 0	1040 10 0	1652 0 0	182 10 0	2250 0 0	858 0 0		
P. Auconi,	138 16 2	67 0 0	138 16 2	67 0 0				
	201285 3 0	23115 0 0	51217 13 0	7115 0 0	101516 10 0	12318 0 0	47551 0 0	3682 0 0

Provincial secretary's office, Halifax, 8th February 1859.

No. 23.

P R E C E D E N C E .

No. 14.

(COPY.)

*Government house, Halifax, N. S.**25th March, 1858.*

MY LORD—

A question having arisen as to the precise rank and precedence intended to be conferred by her majesty, upon retiring executive councillors who have been permitted to retain their titles, I have the honor to request that you will favor me with your opinion on this matter, in order that your decision may establish a general principle, and for the future set at rest all questions arising on this subject. Although there are many gentlemen in this colony who have been permitted to retain this honorary distinction, her majesty's authority has uniformly, with one exception, been conveyed simply by a despatch from your department, unaccompanied by any warrant.

Thus I find that by despatch No. 60, dated May 5, 1854, her majesty was pleased to allow Mr. J. Uniacke, late attorney general, and Mr. J. Howe, the late provincial secretary, to retain their titles and the precedence given them by their respective warrants.

The terms of this despatch have, until lately, been considered to indicate that it was her majesty's intention to permit these gentlemen, even after their retirement from office, to rank among the actual executive councillors for the time being, and above any of those whose warrants of appointments to the council were of more recent date.

In the case however, of Mr. Young, this distinction was conferred by warrant under the royal sign manual, bearing date 29th September, 1857, in which is contained the following clause:

“Provided nevertheless, and we do expressly will and declare that the said Mr. Young shall take rank and precedence next to and after the members of our executive council for the time being.”

Under these circumstances, I have the honor to request that you will favor me with your opinion as to whether, in future, the despatches which have signified her majesty's pleasure to confer such honorary distinction on former executive councillors, are to be interpreted according to the warrant issued to Mr. Young, or whether those gentlemen are still to take co-ordinate rank with the members of the existing executive council, according to the dates of their respective warrants.

I have, &c.

(Signed)

MULGRAVE.

The honorable lord STANLEY, &c. &c.

(COPY.)

No. 20.

Downing street, 14th May, 1858.

MY LORD,—

I have the honor to acknowledge the receipt of your despatch, No. 14, of the 25th March, in which you express your desire to be informed “what are the precise rank and precedence intended to be conferred by the queen upon retiring councillors who are permitted to retain their titles.”

Your

Your lordship's enquiry having been prompted by the somewhat different manner in which her majesty's gracious intentions in regard to Messrs. Uniacke and Howe, and more recently to Mr. Young, have been signified, it becomes necessary to advert more particularly to the facts and circumstances of these respective cases.

On the 13th of April, 1854, it was represented by your predecessor, Sir Gaspard LeMarchant, that Mr. Uniacke, the late attorney general, and Mr. Howe, the late provincial secretary, having retired from the executive council of Nova Scotia, their titles of honorable, and the precedence given them by their respective warrants (of appointment) had ceased, and Sir Gaspard therefore requested "that her majesty would graciously allow those gentlemen, in consideration of the long services rendered by them to the province, having held their respective offices since 1848, to retain the 'honorary distinction' they held as members of the executive council,"—that is, the same distinction for which the late lieutenant governor, Sir John Harvey, had recommended the late Sir Rupert George and Mr. Johnston.

The answer returned by the Duke of Newcastle on the 5th of May following, to that recommendation of your predecessor, authorized him "to confer the honorary distinction for which Messrs. Uniacke and Howe were recommended." I apprehend that the "honorary distinction" applied for by Sir G. LeMarchant was understood by the Duke of Newcastle only to mean the title of "honorable," and that the question of precedence was left open to be settled by colonial usage.

The case of Mr. Young may be more clearly defined.

When the changes of government in some of the North American provinces had created frequent applications of the nature of that which was made in favor of Messrs. Uniacke and Howe, it was decided that the privileges to be enjoyed by retiring executive councillors should consist of rank and precedence next to executive councillors for the time being, the enjoyment of those privileges to be restricted within the provinces of the respective councillors; the grant of the privileges to be conveyed by an instrument under the sign manual, and such grants duly registered in the offices of the provincial secretaries.

These are the rules under which similar distinctions have for some time past been granted in the province of New Brunswick.

But I must request you to understand that I have no desire to impose those rules on your government; and I am even on the whole fully disposed to think in the first place that her majesty's commands for conferring such distinctions, may best in future be conveyed to you in the ordinary form of communication between the secretary of state and yourself, that is, by despatch.

In the second place, that the "rank and precedence" of retiring executive councillors should be in all cases after existing executive councillors, and regulated between themselves by their respective seniority, i. e. by the date at which each respectively retired from the executive council; and between gentlemen retiring at the same point of time from the executive council, by their relative position when members of that council.

These are the instructions to which I should wish the parties in Nova Scotia to conform, at the same time not intending to interfere by any arbitrary decision with recognized existing usage.

I have, &c.

(Signed)

STANLEY.

Lieutenant governor the Earl of Mulgrave, &c. &c.

PRECEDENCY.

Extract from the colonial regulations.

“146. In the absence of authoritative instructions from the crown, establishing the precedence of colonial officers, the table inserted in the last edition of this work (1843) is for the present retained. It comprehends the general regulations on this head, which are most usually established, although varied in many cases by subsequent modifications.

“147. The following table may therefore be referred to by governors to guide them when questions arise subject to such authorized local usage as may exist in each colony, and to such directions as the governor may from time receive from the secretary of state.

“The governor, lieutenant-governor, or officer administering the government.

“The lieutenant-governor, (not administering the government,) or the senior officer in command of the troops, if he is to succeed to the administration of the government in case of the death or absence of the governor, lieutenant-governor, or officer administering the government.

“In the event of hostilities, the senior officer in command of the troops will take this precedence under any circumstances.

The bishop.

The chief justice.*

The members of the executive council.

The president of the legislative council.

The members of the legislative council.

The speaker of the house of assembly.

The puisne judges.

The members of the house of assembly.

The colonial secretary, (not being in the executive council.)

The commissioners or government agents of provinces or districts.

The attorney general.

The solicitor general.

The senior officer in command of the troops, (except in the cases already provided for.)

The archdeacon.

The treasurer, paymaster general, or collector } Not being a member of
of internal revenue, } executive council

The auditor general or inspector general of accounts. }

The commissioner of crown lands. }

The collector of customs. }

The comptroller of customs. }

The surveyor general. }

Clerk of the executive council.

Clerk of the legislative council.

Clerk of the house of assembly.

“148. In courts for the trial of piracy, the members to take rank according to the order in which they are designated in her majesty's commission, except in the case of the naval commander in chief, (where there is one), to whom, as a matter of courtesy, the chair on the right of the president of the court is assigned.”

* In some charters of justice these rules have not been exactly followed. The charters cannot of course be controlled by these instructions, but must continue (as long as they shall be unaltered by some competent authority) to regulate the precedence of the judges.

No. 24.

RAILWAY TRAFFIC.

Return of the passenger and freight traffic on the Nova Scotia Railway, for the half year ending 31st December, 1858.

MAIN LINE.—HALIFAX TO TRURO.

	NO. OF TRAINS	MILES RUN BY TRAINS.		NO. OF PASSENGERS.			AMOUNT RECEIVED.			
		1st class.	2d class.	Total.	Passengers.	Horses and waggons.	Freight.	Total amount.		
									1st class.	2d class.
July,	108	3402	1958	1115	3073	£402 7 2	£101 10 11	£116 12 0	£620 10 1	
August,	104	3276	1578	933	2511	348 1 11	100 0 9	118 5 5	566 8 1	
September,	104	3276	1429	1203	2632	335 13 10½	132 10 8	118 10 7	586 15 1½	
October,	104	3276	1689	1611	3300	473 2 9	251 14 0½	141 2 2	865 18 11½	
November,	104	3724	950	1482	2432	389 17 3	187 9 3	142 19 2	720 5 8	
December,	108	5556	1189	2314	3503	651 3 4½	251 15 8	361 5 0	1624 4 0½	
	632	22510	8793	8658	17451	£2600 6 4	1025 1 3½	998 14 4	4624 1 11½	

RETURN OF TRAFFIC, &c., MAIN LINE—continued.

	Single horses.	Empty wagons and sleighs.	Loaded wagons and sleighs.	Hds. & Puns.	Barrels	Boxes.	Bundles and parcels.	Bundles iron.	Bars iron.	Quintals fish.	Chests tea.	Feet of lumber.	Bags.	Baskets.	Cows or oxen.	Calves	Pigs.	Sheep.	Cardwood.	Furniture.
July,	454	91	257	15,1013	219	527	64	166	46	25	28,000	346	28	79	34	512	10		2 tons.	
August,	501	145	278	35,1138	191	545	351	167	55	48	4092	574	19	65	16	1632				
September,	666	156	350	30,940	206	362	139	273	33	16	9000	407	47	170	1	1,1487			18 tons.	
October,	498	478	342	200,1029	226	249	104	125	30	33	6000	235	98	33	7	8	644			
November,	711	140	467	33,757	331	513	39	169	28½	34	12000	480	22	118	4	37	361	14	30 he'l's.	
December,	581	207	332	47,1411	772	921	153	211	46	74	43000	607	28	131	13	541	75			
	3411	1217	2026	360,628	1945	3117	850,1111	238½	230	91492	2649	242	656	75	1099	4209	14	20 tons.	30 beds	

RETURN OF TRAFFIC, &c. MAINE LINE—continued.

	Lead,	Spars,	Bundles Hay and Straw,	Coals, tons,	Shingles,	Bricks,	Dogs,	Sundry packages,	Paister, tons,	Double Rails,	T. Rails,	T. Chairs,	T. Spikes, bars,	Old spikes, bar- rels,	Joint Chairs,	Single Chairs,	Joint keys,	Single keys,	Pieces bridge iron,
July,		10		4	1000	34800		18		760	920 2700	25	21 1200	3150 3955	150	56			
August,								38		1014									
September,	10 pigs	5		5		117200	12												
October,						120000	18	25											
November,									48										
December,					24750	33500	3	79	120										
	10 pigs	15	175	9	25750	305500	33	160	168 1774	920 2700	25	21 1200	3150 3955	150	56				

WINDSOR BRANCH.—HALIFAX TO WINDSOR.

	NO. OF TRAINS.	MILES RUN BY TRAINS.	NO. OF PASSENGERS.			AMOUNT RECEIVED.			
			1st class.	2d class.	Total.	Passengers.	Horses and waggons.	Freight.	Total amount.
July,	90	4050	2167	807	2974	£902 7 0	£25 0 10	£191 15 2	£1119 3 0
August,	104	4680	2206	997	3203	896 14 7	20 11 8	178 10 4	1095 16 7
September,	104	4680	2577	1212	3789	1038 13 7½	91 16 4	267 12 9	1398 2 8½
October,	104	4680	2274	1502	3776	996 14 0	146 2 0½	368 10 4	1511 6 4½
November,	104	4680	1163	1300	2165	625 0 4	91 13 0	269 8 8	986 2 0
December,	108	4860	935	1109	2044	525 1 2½	66 0 2	276 6 4	867 7 8½
	614	27630	11324	6927	18251	4984 10 9	441 4 0½	1552 3 7	6977 8 4½

RETURN OF TRAFFIC, &c. WINDSOR BRANCH—continued.

	Single horse.	Empty waggon and sleighs.	Loaded waggon and sleighs.	Hhds & puns.	Barrels.	Boxes.	Bundles and parcels.	Bundles iron.	Bars iron.	Quintals fish.	Chests tea.	Feet of lumber.	Bags.	Baskets.	Cows or oxen.	Calves.	Pigs.	Sheep.	Cords wood.	Furniture.
July,	90	49	7	65	1084	864	758	41	628	85	56	8500	284	22	200	42	6	728		1 piano.
August,	81	46	21	163	1123	765	528	72	205	126	50	23775	367	41	142	14	1	798	12	1 piano.
September,	238	111	125	131	1960	1075	866	91	861	102	77	22100	673	49	87	6	3	678		
October,	230	124	125	98	2031	1494	1008	255	1169	54	73	11690	711	171	138	10	4	569		
November,	125	70	104	88	1917	1188	1428	199	445	44	83	3100	810	61	144	11	11	361		
December,	84	66	46	54	890	1003	448	22	89	33	107	20000	882	43	259	7		60		
	848	466	425	599	9005	6389	5036	680	3397	444	446	189465	3727	263	970	90	22	3194	12	2 pianos.

WINDSOR BRANCH—continued.

	Spars.	Bundles hay and straw.	Stoves.	Coals, tons.	Shingles.	Bricks.	Dogs.	Carcasses.	Sundry packages.	Mail coaches and sleighs.	Plaster, tons.	Sleepers.	Double rails.	T rails.	T chairs.	T spikes, brs.	Joint chairs.	Joint keys.	Single keys.
July,	15				3000	8000	8		100					200	1390	25		30	600
August,					65500		2		185					500	500			200	800
September,	47		31		5500	250	8	11	412	1		300		500					2 barrels.
October,		256					4	24	807		296								
November,					10000			37	1355										
December,		82						20	873										
	62	338	31		84000	8250	22	92	3732	1	296	300		1200	1890	25		230	2 barrels, and 1400

RETURN OF TRAFFIC, &c. MAIN LINE AND WINDSOR BRANCH.

	NO. OF TRAINS	MILES RUN BY TRAINS.	NO. OF PASSENGERS.			AMOUNT RECEIVED.			
			1st class.	2d class.	Total.	Passengers.	Horses and waggons.	Freight.	Total amount.
July,	198	7452	4125	1922	6047	£1304 14 2	£126 11 9	£308 7 2	£1739 13 1
August,	208	7956	3784	1930	5714	1244 16 6	120 12 5	296 15 9	1662 4 8
September,	208	7956	4006	2415	6421	1374 7 6	224 7 0	386 3 4	1984 17 10
October,	208	7956	3963	3113	7076	1469 16 9	397 16 1	509 12 6	2377 5 4
November,	208	8404	2115	2782	4897	1014 17 7	279 2 3	412 7 10	1706 7 8
December,	216	10416	2124	3423	5547	1176 4 7	317 15 10	637 11 4	2131 11 9
	1246	50140	20117	15585	35702	7584 17 1	1466 5 4	2550 17 11	11602 0 4

MAINE LINE AND WINDSOR BRANCH—continued.

	Single horses.	Empty waggons and sleighs.	Loaded waggons and sleighs.	Hhds. & Puns.	Barrels	Boxes.	Bundles and parcels.	Bundles iron.	Bars iron.	Quintals fish.	Chests tea.	Feet of lumber.	Bags.	Baskets.	Cows or oxen.	Calves.	Pigs.	Sheep.	Cords wood.	Furniture.
July,	544	140	264	80	2097	1083	1285	105	794	131	81	36700	630	50	279	76	515	738		
August,	582	191	299	198	2261	956	1073	423	372	181	98	27867	941	60	207	30	12430	12		
September,	904	267	475	161	2900	1281	1228	230	1134	135	93	31400	1080	96	257	7	42165			
October,	728	602	467	298	3060	1720	1257	359	1294	84	106	117600	946	175	231	17	121213			
November,	836	210	571	121	2674	1519	1941	238	614	724	117	4300	1290	83	262	15	48	722	14	
December,	665	273	378	101	2301	1775	1369	175	300	79	181	63000	1489	71	390	20	541	135		
	4259	1083	2454	959	15293	8334	8153	1530	4508	682	676	280957	6376	535	1626	165	1121	7403	26	20 tons, 30 beds, 2 pianos.

RETURN OF TRAFFIC, &c. MAIN LINE AND WINDSOR BRANCH—continued.

	Spars,	Bundles Hay and Straw,	Stoves.	Coals, tons,	Shingles,	Bricks,	Dogs,	Carcasses.	Sundry packages,	Mail coaches.	Plaster, tons,	Sleepers.	Double Rails,	T. Rails,	T. Chairs,	T. Spikes, bars,	Old spikes, bar- rels,	Joint Chairs,	Single Chairs,	Joint keys,	Single keys,	Pieces bridge iron,	
July,	25			4	4000	42800	8	118					760	1120	4090	50	211200	3150	3985	750		50	
August,					65500		2	223					1014	500	500								
September,	52		31	5	5500	117450	20	412	1			300		500						200	800		
October,		256				120000	22	832													2	brls	
November,		78			10000			37	1355														
December,		179			24750	33500	3	952															
	77	513	31	9	109750	313750	55	3892	1	404	800	1774	2120	4590	50	211200	3150	4185	1550	2	brls.	50	

February 7th, 1859.

J. R. MOSSE, Superintendent.

NOVA-SCOTIA RAILWAY.

Return shewing number of passengers and receipts from 7th to 30th June, 1858.

MAIN LINE.

Week ending	No. of passengers.			Amount received.			Total amount.
	No. of passengers.		Total.	Amount received.		Freight.	
	1st class.	2d class.		Passengers.	Horse & waggon		
June 12, -	449	216	665	£76 16 2	18 1 10	13 1 7	107 19 7
19, -	267	459	726	88 2 7½	27 3 1½	23 1 9	138 7 6
26, -	271	223	494	72 16 6	10 10 0	63 6 2	146 12 8
3 days, 30, -	160	90	250	52 11 0	3 3 6	20 10 11	76 5 5
	1147	988	2135	290 6 3½	58 18 5½	120 0 5	469 5 2
<i>From 1st July to 31st December, 1858.</i>							
July 3, -	160	91	251	52 11 0	3 3 7	20 10 11	76 5 6
3 days 10, -	261	183	444	66 11 0	10 6 2	15 1 8	91 18 10
17, -	398	241	639	86 1 3½	26 0 9	30 1 4	142 3 4½
24, -	504	221	725	96 3 7½	33 12 5	32 16 7	162 12 7½
31, -	635	379	1014	101 0 3	28 8 0	18 1 6	147 9 9
August 7, -	444	233	677	85 8 7	25 14 3	28 16 11	139 19 9
14, -	346	240	586	90 8 10	25 12 6	26 14 5	142 15 9
21, -	365	209	574	90 1 2	24 7 10	30 4 8	144 13 8
28, -	423	251	674	82 3 4	24 6 2	32 9 5	138 18 11
Sept. 4, -	389	250	639	84 12 0½	26 5 4	21 15 1	132 12 5½
11, -	379	347	726	80 18 4	34 7 3	30 19 4	146 4 11
18, -	330	337	667	86 17 3	39 15 8	33 19 5	160 12 4
25, -	331	269	600	83 6 3	32 2 5	31 16 9	147 5 5
Oct. 2, -	342	283	625	100 14 6	55 15 8	37 0 11	193 11 1
9, -	379	405	784	107 11 10	46 8 9	29 17 10	183 18 5

16, -	265	281	546	81 3 0	48 1 5	20 15 11	150 0 4
23, -	438	390	828	107 8 0	49 15 10½	26 3 3	188 7 1½
30, -	265	252	517	76 5 5	51 12 4	27 4 3	155 2 0
Nov. 6, -	222	429	651	93 5 3	49 5 10	29 14 1	172 5 2
13, -	284	392	676	102 11 0	35 9 0	48 13 1	186 13 1
20, -	205	304	509	84 0 0	42 16 0	40 6 2	167 2 2
27, -	239	357	596	110 1 0	59 18 5	24 5 10	194 5 3
Dec. 4, -	178	400	578	98 4 5	43 2 8	21 4 11	162 12 0
11, -	130	456	586	90 13 7	55 4 2	50 4 2	196 1 11
18, -	226	355	581	132 1 8½	68 6 10	64 3 6	264 12 0½
25, -	355	606	961	191 7 10	59 12 3	115 1 4	366 1 5
31, -	300	497	797	138 15 10	25 9 9	110 11 1	274 16 8
	8793	8658	17451	2600 6 4	1025 1 3½	998 14 4	4624 1 11½

Return of number of passengers, &c.—continued.

WINDSOR BRANCH.

Week ending	No. passengers.		Amount received.		Total amount.	
	Total.		Freight.			
	1st class.	2d class.	Horse & waggon.	Passengers.		
June 12,	412	89	501	£177 19 0½	21 8 11½	199 8 0
19,	303	131	434	147 18 1½	41 11 7½	189 9 9
26,	438	378	716	177 8 9½	43 8 4½	226 16 0
3 days, 30,	197	60	257	69 16 11	18 14 0	90 16 8
	1350	558	1908	573 2 10½	125 2 11½	706 10 5
<i>From 1st July to 31st December, 1858.</i>						
July 3,	196	59	255	69 16 11	18 14 0	90 16 8
10,	414	133	547	176 12 9	48 15 2	228 5 11
17,	439	177	616	187 6 9½	38 17 9	231 12 1½
24,	556	105	761	241 11 1½	45 10 0	291 19 3½
31,	562	233	795	226 19 5	39 18 3	276 9 0
August 7,	439	248	687	197 11 11	46 18 1	246 11 6
14,	707	224	931	258 15 5	39 6 9	303 1 3
21,	482	233	715	202 19 4	47 0 11	255 18 7
28,	578	292	870	237 7 11	45 4 7	290 5 3
Sept. 4,	658	243	901	243 14 11½	54 8 9	367 8 7½
11,	879	335	1214	344 17 6	67 18 5	430 3 3
18,	531	323	854	213 12 7	63 19 5	309 5 8
25,	509	311	820	236 8 7	81 6 2	351 5 2
Oct 2,	417	369	786	197 3 11	65 7 9	291 19 7
9,	673	345	1018	271 12 8	84 6 4	388 6 5

16,	338	278	616	163 2 0	20 15 3	256 9 1
23,	432	270	702	194 16 5	28 11 1½	318 7 1½
30,	414	240	654	169 19 0	35 0 4	250 4 2
Nov. 6,	384	337	723	167 14 5	18 12 9	253 11 5
13,	285	339	624	158 11 6	28 15 10	239 3 5
20,	248	294	542	161 6 0	16 13 7	269 4 3
27,	248	328	576	137 8 5	27 10 10	224 2 11
Dec. 4,	220	237	457	111 6 4	21 8 3	180 13 10
11,	148	233	386	86 15 5	8 17 6	133 13 4
18,	188	214	402	117 8 10½	15 8 5	198 3 11½
25,	200	288	488	116 12 9	15 7 11	193 14 0
31,	179	132	311	92 17 10	4 18 1	161 2 1
	11324	6927	18251	4984 10 9	441 4 0½	6977 18 4½
					1552 3 7	

Return of number of passengers, &c.—continued.

SUMMARY.

Week ending	No. of passengers.		Total amount.—Maine Line & Windsor Branch.		Grand total.	
	Total.		Passengers.	Freight.		
	1st class.	2d class.				
June 12,	861	305	1166	18 1 10	34 10 6½	307 7 7
19,	570	590	1160	27 3 1½	64 13 4½	327 17 3
26,	709	501	1210	16 8 10	106 14 6½	373 8 8
3 days, 30,	156	150	506	5 9 3	39 4 11	167 2 1
	2496	1546	4042	67 3 0½	245 3 4½	1175 15 7
From 1st July to 31st December, 1858.						
July 3,	356	150	506	122 7 11	39 4 11	167 2 2
10,	675	316	991	243 3 9	63 16 10	320 4 9
17,	837	418	1255	273 8 1	68 19 1	373 15 6
24,	1060	426	1486	337 14 9	78 6 7	454 11 11
31,	1197	612	1809	327 19 8	57 19 9	423 18 9
Aug. 7,	883	481	1364	283 0 6	75 15 0	386 11 3
14,	1053	464	1517	349 4 3	66 1 2	445 17 0
21,	847	442	1289	293 0 6	77 5 7	400 12 3
28,	1901	543	1544	319 11 3	77 14 0	429 4 2
Sept. 4,	1047	493	1540	328 7 0	76 3 10	440 1 1
11,	1258	682	1940	426 15 10	98 17 9	576 8 2
18,	861	660	1521	300 9 10	97 18 10	469 18 0
25,	840	580	1420	319 14 10	113 2 11	498 10 7
Oct. 2,	759	652	1411	297 18 5	102 8 8	485 10 8
9,	1052	750	1802	379 4 6	114 4 2	572 4 10

16,	603	559	1162	244 5 0	93 7 9	406 9 5
23,	870	660	1530	302 4 5	121 2 10	501 14 3
30,	679	492	1171	246 4 5	78 9 1	411 6 2
Nov. 6,	606	768	1374	260 19 8	96 18 4	425 16 7
13,	569	731	1300	261 2 6	100 9 2	425 16 6
20,	453	598	1051	245 6 0	131 10 10	436 6 5
27,	487	685	1172	247 9 5	83 9 6	418 8 2
Dec. 4,	398	637	1035	209 10 9	69 4 2	343 5 10
11,	278	694	972	177 9 0	88 4 7	329 15 3
18,	414	569	983	249 10 7	129 10 2	462 16 0
25,	555	894	1449	308 0 7	176 15 2	559 15 11
31,	479	629	1108	231 13 8	173 17 3	435 18 9
	20117	15585	35702	7584 17 1	2550 17 11	11602 0 4

February 7th, 1859.

J. R. MOSSE, Superintendent.

Statement of trains run, miles run, and passengers and freight carried, for year ending 31st December, 1858.

Trains run,	1671
Miles run,	70615
Passengers carried,	56422
Single horses,	7559
Empty waggons,	2579
Loaded do.	3978
Hogsheads and puncheons,	1063
Barrels,	19766
Boxes,	9260
Bundles and parcels,	8840
Bundles iron,	1576
Bars iron,	4610
Quintals fish,	840
Chests tea,	713 $\frac{1}{2}$
Feet of lumber,	307712
Bags,	8246
Baskets,	649
Cows or oxen,	2543
Calves,	264
Pigs,	1138
Sheep,	7779
Cords wood,	26
Bricks,	313750
Wharf logs,	17
Spars,	143
Pieces timber,	60
Tons do	22 $\frac{1}{2}$
Bundles laths,	115
Ton of straw,	1
Bundles straw and hay,	513
Car loads of stone,	4
Piano Fortes,	3
Shingles,	142750
Tons furniture,	20
Beds,	30
Dogs,	55
Carcasses,	92
Tons of plaister,	464
Sleighs,	300
Spikes bars,	71
Pieces bridge iron,	53
Sundry packages,	5922
Mail coaches and sleighs,	300
Do. horses,	1141
Iron rails,	4554
Railway chairs,	10540
Keys,	5735
Kegs do.,	6

PART 2.

Statement of receipts and expenses for months January and February, 1859.

RECEIPTS.

Jan'y.	Cash received from superintendent,	£1374	6	5	
Feb'y.	Cash received from superintendent,	1115	2	1	
	Amount charged to contractors for use of locomotives, &c,	179	5	0	
		<hr/>			
		1294	7	1	
		<hr/>			2668 13 6

EXPENSES.

For month of January,	2155	17	9		
“ February,	2224	6	6		
	<hr/>				
		4380	4	3	
		<hr/>			
Balance to debit of revenue,		£1711	10	9	

Halifax, 24th March, 1859.

PART 3.

Halifax, 4th March. 1859.

SIR,—

I beg to enclose you returns asked for by the house of assembly, shewing the monthly earnings and working expenses of the Windsor railroad, for six months, from 1st July to 31st December last, with the superintendent's opinion of the probable working expenses of the Windsor and Truro roads per mile, annually. Also, a return shewing the daily receipts of the road to Truro, from 15th December to 29th January, 1859. This return does not embrace the full period asked for, as the returns and accounts since 29th January are not yet checked.

I have the honor to be, sir,

Your obedient servant,

JAMES McNAB.

W. H. Keating, esquire, deputy secretary.

Return shewing number of passengers and receipts from 1st July, to 31st December, 1858, inclusive.
WINDSOR BRANCH.

	NO OF PASSENGERS.			AMOUNT RECEIVED.			Total amount.
	1st class.	2d class.	Total.	Horses and waggons.	Freight.	Total amount.	
July 3, 3 days,	196	59	255	£2 5 9	£18 14 0	£90 16 8	
10, -	414	133	547	2 18 0	48 15 2	228 5 11	
17, -	439	177	616	5 7 7	38 17 9	231 12 1½	
24, -	556	205	761	4 18 2	45 10 0	291 19 3½	
31, ..	562	233	795	9 11 4	39 18 3	276 9 0	
Aug. 7, -	439	248	687	2 1 6	46 18 1	246 11 6	
14, -	707	224	931	4 19 1	39 6 9	303 1 3	
21, -	482	233	715	5 18 4	47 0 11	255 18 7	
28, -	578	292	870	7 12 9	45 4 7	290 5 3	
Sept. 4, -	658	243	901	9 4 11	54 8 9	307 8 7½	
11, -	879	335	1214	17 7 4	67 18 5	430 3 3	
18, -	531	323	854	31 13 8	63 19 5	309 5 8	
25, -	509	311	820	33 10 5	81 6 2	351 5 2	
Oct. 2, -	417	369	786	29 7 11	65 7 9	291 19 7	
9, -	673	345	1018	32 7 5	84 6 4	358 6 5	
16, -	338	278	616	20 15 3	72 11 10	256 9 1	
23, -	432	270	702	28 11 1½	94 19 7	318 7 1½	
30, -	414	240	654	35 0 4	51 4 10	256 4 2	
Nov. 6, -	384	339	723	18 12 9	67 4 3	253 11 5	
13, -	285	339	624	28 15 10	51 16 1	239 3 5	
20, -	248	294	542	16 13 7	91 4 8	269 4 3	
27, -	248	328	576	27 10 10	59 3 8	224 2 11	
Dec. 4, -	220	237	457	21 8 3	47 19 3	180 13 10	
11, ..	148	238	386	8 17 6	38 0 5	133 13 4	
18, -	188	214	402	15 8 5	65 6 8	198 3 11½	
25, -	200	288	488	15 7 11	61 13 10	193 14 6	
31, -	179	132	311	4 18 1	63 6 2	161 2 1	
	11324	6927	18251	441 4 0½	1552 3 7	6977 18 4½	

Monthly receipts of railway between Halifax and Windsor, from 1st July to 31st December, 1858,—as per return No. 1.

Traffic receipts month of July, 1858,	£1119	3	0
Ditto August, “	1095	16	7
Ditto Sept’r, “	1690	2	3½
Ditto Oct’r, “	1219	6	9½
Ditto Nov’r, “	986	2	0
Ditto Dec’r, “	867	7	8½
	<hr/>		
	£6977	18	4½
Working expenses of above line during same period,	£6129	0	0

I estimate the probable working expenses of the railway from Halifax to Truro, and from Halifax to Windsor, for two trains each way daily, at three hundred and fifty pounds (£350 cur.) per mile per annum, including allowance for depreciation of rolling stock.

2d March, 1859.

J. R. MOSSE.

The hon. the chairman of railway commissioners.

NOVA-SCOTIA RAILWAY.—MAIN LINE.

Return showing No. of passengers and net receipts from 15th December, 1858, to 29th January, 1859.

Date.	No. of passengers.		Total number.	Amount received.			Total.
	1st class	2d class.		Passenger traffic.	Horse and wagon traffic.		
					Freight traffic.		
1858,							
December 15,	66	90	156	40 11 2½			
16,	45	60	105	20 14 9½			
17,	51	39	90	17 11 2½			
18,	49	60	109	19 16 10½			
Collected by guards, excess fares, 4 days ending December 18, 1858,	249	211	460	113 10 6	45 11 0	42 15 8	201 17 2
December 20,	56	87	143	27 7 8½			
21,	80	91	171	32 7 4½			
22,	40	105	145	29 10 4½			
23,	60	88	148	29 15 6½			
24,	54	123	177	36 7 5½			
25,	48	129	177	21 8 0½			
Collected by guards, excess fares, Week ending December 25, 1858,	338	623	961	191 7 10	59 12 3	115 1 4	306 1 5

December 27,	62	92	154	24 18 8½				
28,	78	116	194	31 5 6				
29,	67	98	165	30 10 4				
30,	52	92	144	23 19 5½				
31,	54	86	140	23 1 2				
Collected by guards, excess fares, 5 days ending December 31, 1858,	313	484	797	138 15 10	25 9 9	110 11 1	274 16 8	
1859,								
January 1,	150	107	251	39 16 4				
3,	79	89	168	28 15 9½				
4,	53	91	144	28 6 10½				
5,	36	75	111	18 9 8				
6,	49	60	109	20 0 5½				
7,	42	83	125	20 13 5				
8,	21	34	55	7 5 11½				
Collected by guards, excess fares, 8 days to January 8, 1859.	430	539	969	171 1 3	29 13 3	73 3 3	273 17 9	
Amount carried forward—	1330	1857	3187	614 15 5	160 6 3	341 11 4	1116 13 0	

Return shewing number of passengers, net receipts, &c.—continued.

Date.	No. of passengers.		Total number.	Amount received.			Total.
	1st class.	2d class.		Passenger traffic.	Horse and wagon traffic.	Freight traffic.	
1859.	1330	1857	3187	614 15 5	160 6 3	341 11 4	1116 13 0
Amounts brought forward,							
January 10,	38	34	72	£12 15 11			
11,	33	32	65	9 13 4			
12,	47	38	85	16 13 4			
13,	31	35	66	17 11 9½			
14,	54	49	103	19 3 11½			
15,	36	27	63	9 16 2			
Collected by guards, excess fares,				2 11 5			
Week ending Jan. 15th, 1859,	239	215	454	88 5 11	9 18 10	32 9 6	130 14 3
January 17,	63	74	137	21 10 10½			
18,	52	72	124	17 15 2½			
19,	45	71	116	18 15 1½			
20,	56	75	131	19 19 10½			
21,	60	68	128	20 17 8			
22,	35	43	78	8 3 1½			
Collected by guards, excess fares,				5 4 4			
Week ending Jan. 22d, 1859,	311	403	714	112 6 2½	36 4 1	86 3 0	234 13 3½

January 24,	51	54	105	16 11 8			
25,	14	43	56	11 17 9½			
26,	31	51	82	22 5 11			
27,	26	44	70	14 9 8			
28,	59	71	130	30 7 6			
29,	16	48	64	11 9 5			
Collected by guards, excess fares,				2 9 6			
Week ending Jan. 29th, 1859,	197	310	507	109 11 5½	37 1 10	53 11 8	200 4 11½
Totals,	2077	2785	4862	924 19 0	243 11 0	513 15 6	1682 5 0
Daily average,	52	69	121½	23 2 0	6 1 9	12 6 10½	42 1 1½

March 3rd, 1859.

J. R. MOSSE, Superintendent.

No. 25.

DRAWBACK ON WINES.

MR. GODLEY TO MR. MERIVALE.

(COPY)

War Office, 8th September, 1858.

SIR—

I am directed by the secretary of state for war, to request that you will refer Sir Edward Bulwer Lytton to the letter which was addressed to you from this department, on the 30th August, 1856, recommending that the government of Nova Scotia should be urged to exempt from duty wines imported for consumption at officer's messes in that command, or to continue the allowances formerly made as an equivalent. No answer has yet been received to that letter, but it appears from a report which has recently been received from the officer commanding the troops, that the colonial legislature had passed a resolution no longer to grant any allowance on this account, and I am directed therefore to request that you will move Sir E. B. Lytton to instruct the governor to bring the matter again under the consideration of the local legislature, pointing out at the same time the claims which officers have to an indulgence, which is accorded not only in this country, but in most of the colonies.

I am to add that General Peel is informed that similar representations have been received from the military authorities at Malta, and he would therefore suggest that the attention of the governor should be called to the subject, with a view to some relief being afforded to the officers.

I am, &c.,

(Signed)

J. R. GODLEY.

II. MERIVALE, Esq., &c., &c., &c.

(COPY)

No. 16.

Downing street, 15th September, 1858.

MY LORD—

I transmit to you herewith, copy of a letter which I have received from the war department, on the subject of the exemption from duty of wines imported for the use of regimental messes, and I beg to refer you to the despatch addressed to your predecessor on 5th September, 1856, by Mr. Labouchere, No. 67, to which no answer appears to have been returned.

I shall be glad if you will bring the matter under the notice of the legislature, which, I doubt not, will be willing to grant to the officers stationed in Nova Scotia this indulgence which is accorded to them in England, and in most of the colonies.

I have the honor to be,

My lord,

Your lordship's most obedient

Humble servant,

(Signed)

E. B. LYTTON.

Lieutenant-governor the right hon. EARL OF MULGRAVE, &c., &c., &c.

No. 26.

GENERAL INGLIS.

(COPY)

No. 2.

*Government house, Halifax, N. S.,
23d February, 1858.*

SIR—

I have the honor to request that you will have the goodness to forward to major general Sir John Inglis, K. C. B., the enclosed letter which I have done myself the honor to address to him, together with the enclosed copies of an address and resolution to which my letter refers, and which the legislative council and house of assembly of Nova Scotia have unanimously passed, to mark their sense of the skill and gallantry evinced by their countryman in conducting the recent defence of Lucknow.

I have, &c.

(Signed)

MULGRAVE.

The right honorable II. LABOUCHERE.

*Government house, Halifax, N.S.,
22nd February, 1858.*

SIR—

I have the honor to transmit to you the enclosed copies of an address and resolution which the legislative council and house of assembly of Nova Scotia have unanimously voted as a tribute of respect to you, and as a memorial of the pride which they and the people whom they represent participate in the glory of their countryman, under whose skilful and gallant conduct the ever memorable defence of Lucknow was nobly sustained and successfully achieved.

It will be my pleasing duty to cause immediate steps to be taken for the preparation of the "sword" mentioned in the resolution, and I shall have the honor hereafter to inform you of the time and mode of its presentation

Though I cannot enhance the expressiveness of the address by any language of my own, I will not deny myself the gratification of assuring you, that I cordially concur in the sentiments which it contains, and that it affords me great pleasure, thus in one of the earliest acts of my administration, to become the medium of conveying to you, on behalf of your countrymen, these tokens of their respectful admiration of your military skill, and your heroic courage and endurance, under peculiar trials and difficulties.

I have, &c.,

(Signed)

MULGRAVE.

Major-general Sir JOHN INGLIS, K. C. B.

(COPY.)

Nova Scotia.—No. 4.

Downing street, 2nd July, 1858.

SIR—

In compliance with the request contained in your despatch of the 23rd February last, my predecessor forwarded to major-general Sir John Inglis, who was then in India, the address and resolution which were voted by both houses of the legislature of Nova Scotia,

Scotia, marking their sense of the skill and gallantry displayed by that officer in the defence of Lucknow; and I have now the honor to forward to your lordship the answer which Sir John Inglis has requested me to send to you, in order that it may be communicated to the respective houses.

I have the honor to be, sir

Your obedient servant,

(Signed)

E. B. LYTTON.

The EARL OF MULGRAVE.

(COPY.)

Tunbridge Wells,
June 26th, 1858.

MY LORD—

I have the honor to acknowledge the receipt of your lordship's kind letter, dated Halifax, February 22, 1858, transmitting copies of an address and resolution from the legislative council and house of assembly of the Province of Nova Scotia.

The kind expressions contained in your lordship's letter have greatly added to the satisfaction with which I have received so honorable an acknowledgement of my services from my countrymen in Nova Scotia, and I trust you will accept my sincere thanks for so cordially responding to their request of presenting me with a sword, in token of their esteem and approbation of my conduct during the defence of Lucknow.

I have the honor to be,

My lord,

Your lordship's obedient
Humble servant,

(Signed)

J. INGLIS, major general.

The EARL OF MULGRAVE.

(COPY.)

Tunbridge Wells,
June 26th, 1858.

TO THE MEMBERS OF THE LEGISLATIVE COUNCIL AND HOUSE OF ASSEMBLY OF THE PROVINCE OF
NOVA SCOTIA :

Gentlemen,

I have this day with feelings of the deepest pleasure and gratitude received your address of the 15th February, 1858.

The sentiments therein expressed are a proof of what I ever felt assured, that the sympathies of my countrymen have been with me throughout the past time of peril, and that they were ever mindful of my trying position, which they have shown, by being amongst the first to offer their congratulations on the happy termination of my labours.

Throughout the whole seige of Lucknow, and our long and arduous defence, my sole and earnest desire was to uphold the honor of my country and to preserve the lives entrusted to my care. This, through God's blessing on my efforts, and the assistance afforded me by the determined bravery and unwearied patience of my small and harrassed force,

force, I was enabled to effect, and it is now a source of the very greatest satisfaction and pride to me to feel that my services have added the slightest glory to the country which gave me birth, and have gained for me the esteem and approbation of my countrymen.

For the sword you have so generously voted me, I can only offer my most sincere and grateful thanks and the assurance that it will always be preserved by me in remembrance of a province and a people to whom I have been endeared from childhood, and with whom I am so closely connected.

I have the honor to be gentlemen,

Your obedient humble servant,

(Signed)

J. INGLIS, major general.

(COPY.)

No. 85.

*Government house, Halifax, N. S.,
21st October, 1858.*

SIR—

In my despatch, No. 2, 23rd February last, I had the honor to inform your predecessor that the legislature of Nova Scotia had voted a sword of honor to be presented to major general Sir John Inglis, as a token of their admiration of his heroic courage and constancy in the defence of "Lucknow."

2. Messrs Hunt and Roskill, the artists to whom was entrusted the preparation of this gift, have intimated to me, that the sword is now ready for presentation.

3. I have therefore to request that you will be good enough to permit it to be forwarded to the Major General through the colonial office.

4. This was the mode in which Sir Fenwick Williams received a similar sword, and it would convenience my government—be generally acceptable to the colony—and at the same time enhance the value of the presentation, if you will allow the same course to be adopted on the present occasion.

5. Messrs. Hunt and Roskill will, by this mail, receive instructions to apply to your department for your orders in this matter.

I have, &c.

(Signed)

MULGRAVE.

The right hon. Sir E. B. LYTTON, bart.

(COPY.)

No. 25.

Downing street, 1st December, 1858.

MY LORD—

I have to acknowledge the receipt of your despatch, No. 85, of the 21st October, requesting that the sword of honor voted to major-general Sir John Inglis by the legislature of Nova Scotia, might be presented to him through this office.

I have to acquaint you that I have transmitted the sword to Sir John Inglis, with a letter expressive of my gratification at being the medium of conveying to him this honorable testimonial from the province of Nova Scotia, and I enclose a copy of the acknowledgment by the major-general, of its receipt.

I have, &c.

(Signed)

E. B. LYTTON.

Lieut.-governor the right hon. the EARL OF MULGRAVE, &c.

(COPY.)

7 *Eaton square, London,*
26th *November, 1858.*

SIR—

I have the honor to acknowledge the receipt of your letter which accompanied the sword of honor presented to me by the legislative council and house of assembly of Nova Scotia, and beg to tender you my best thanks for being the medium of carrying out their wishes, and for the kind and flattering expressions contained in your letter.

I have, &c.

(Signed)

J. INGLIS, major-general.

Sir E. B. LYTTON.

No. 27.

INDIAN AFFAIRS.

Halifax, Nova Scotia,
10th *February, 1859.*

SIR—

I beg leave to report as commissioner of Indian affairs, that the sum of three hundred pounds has been expended in the purchase of blankets (with the necessary expenses) for the Aborigines, which have been distributed in the different parts of the province, marked No. 1, appended. No. 2 is my account of expenditure, with vouchers.

From applications that have come to hand from Bear River, Annapolis county, Kentville, Newport and Guysborough, although the applicant from Bear River does not inform me of the number, I am induced to believe that at least 150 Indians in these localities have not received any clothing.

I am unable to give the number of Indians in Cape Breton, not being in possession of any returns from that portion of the province, but I have an idea that their number far exceeds 300.

The greater portion of the blankets purchased by me have been at a cost of 9s.—the lowest 8s. 6d., and the highest ten shillings and six pence per pair.

I would recommend that immediate steps be taken to ascertain the exact number of Indians in the province, and that it be divided into districts, and some locality in each district named where the Indian is to receive his share of clothing, and that a contract be entered into with some firm in England, or in this country, to supply three hundred pounds worth of blankets yearly, to be delivered on or before the 15th November in each year; and that the blankets have some distinguishing mark interwoven in them, so as to enable those persons who look to the interests of the Indians, to prosecute parties who may induce the Indian to part with what he obtains from a charitable gift of the country.

Should this meet with approbation, I would also suggest that a law be made prohibiting people from purchasing, or having in their possession, articles issued to the Indian, under a heavy penalty. A law of this kind exists in Canada, and from inquiry I find that it is productive of great benefit.

I would strongly recommend that application be made to the home government to give a certain number of cast soldiers great coats yearly to the Indians; should this not be granted, that permission be given to purchase the great coat at the same price as

was

was formerly allowed, viz: three shillings sterling each. During my former management of Indian affairs, I found the great coat added more to the comfort of the Indian than any articles of clothing that could be purchased in this country at treble the price, and enabled me to clothe many more of their number than I can at present.

The settlement of the Indian reserves and grants of lands has occupied much of my attention, but so complicated is the whole subject, that I think it would be advisable to have it brought at once to the notice of the honorable house of assembly, so that the question may be finally settled, as it is obvious that the sooner their claims are adjusted the better, each year adding difficulties.

Trusting that my administration of Indian affairs will meet with the approval of his excellency the lieutenant-governor,

I have, &c.

(Signed)

WILLIAM CHEARNLEY,
Com. Indian affairs.

The hon. the PROVINCIAL SECRETARY.

No. 1.

Chester,	-	-	-	-	40
Sheet Harbor,	-	-	-	-	24
Upper Musquodoboit,	-	-	-	-	20
Liverpool,	-	-	-	-	136
Cumberland,	-	-	-	-	50
Pictou,	-	-	-	-	186
Sydney, C. B.	-	-	-	-	200
Arichat, C. B.	-	-	-	-	100
Shubenacadie,	-	-	-	-	49
Annapolis,	-	-	-	-	138
Shelburne,	-	-	-	-	30
Windsor,	-	-	-	-	54
Antigonishe,	-	-	-	-	50
Quaddy,	-	-	-	-	4
St. Mary's,	-	-	-	-	15
Ship Harbor,	-	-	-	-	6
Truro,	-	-	-	-	10
Halifax,	-	-	-	-	114

No. 2.

Capt. W. Chearnley, commissioner of Indian affairs, in account with the financial secretary.

Voucher

1	12th Sept. 1858.	Messrs. Tolson & Eastwood,	99 pr. blks.	£44 11 0
2	1st Oct. do.	do.	50 do.	22 10 0
3	16th Oct. do.	do.	50 do.	22 10 0
4	26th Nov. do.	do.	50 do.	22 10 0
5	8th Dec. do.	do.	50 do.	22 10 0
6	15th Dec. do.	do.	51 do.	22 19 0
7	23d Oct. do.	Messrs. Duffus & Co.	15 do.	15 12 0
8	19th Nov. do.	do.	41 do.	21 15 3
9	19th Nov. do.	do.	90 do.	44 1 9

Voucher

Voucher					
10	23d Dec.	1858,	Messrs. Duffus & Co.	83 pr. blks.	£45 18 3
11	8th Jan.	1859,	do.	8 do.	4 4 0
12	8th Jan.	do.	do.	11 do.	5 15 6
				613 pr. blks.	2 19 7
			Truckage, freight, of		0 15 6
			Postage,		0 5 0
			Stationery,		1 3 2
			Cordage, twine, labels and packing,		
					£300 0 0

CR.

Received from the financial secretary,	300 0 0
Total,	£300 0 0

Errors excepted.

WILLIAM CHEARNLEY,
Com. Indian affairs.

Halifax Nova Scotia, 10th February, 1859.

PART 2.

The committee on Indian affairs beg leave to report as follows :—

Having examined the accounts and vouchers referred to them, they would recommend the payment of the following sums for the year ending 31st December, 1858 :

To Captain Chearnley, Indian grant,	£300 0 0
Ditto omitted in last year's report, to pay	
Cochran and Robertson,	£3 0 0
Ditto balance from 1857,	0 14 8
	3 14 8
To the government, to pay Murray & Co. balance of their acct. for 1858,	3 16 0
Ditto to pay Michael Kearney's bill for 1857,	0 16 8
Ditto to pay John Esson his bill,	1 12 6
Doctor Charles Aitken,	2 7 6
McLatchie,	0 7 6
Payzant,	3 14 9
Jennings,	3 0 0
Overseers of poor for township of Cornwallis,	7 12 3
Ditto township of Falmouth, to pay Dr. Fox,	1 0 0
Ditto township of Clare,	22 19 2
	£351 1 0
By government grant,	£300 0 0
By balance, which committee recommend to be paid,	51 1 0
	351 1 0

Your

Your committee cannot recommend the following petitions, the parties not having complied with the law :

Dr. Dennison, of Newport.

Dr. Oulton, of Chester.

Dr. Elmsley, of Baddeck.

Also, the petition of Duncan D. C. Reid.

Your committee cannot recommend the entire change of the law prayed for by Indians in Liverpool; nor can they suggest any remedy for the difficulty complained of in the petition of Daniel Mills and others, as the law sufficiently provides for their case.

Your committee recommend the twenty families of Indians at Whaggockemer who have received no blankets for three years, to be the first supplied in the present year.

The petition of Kenneth McLeod and others, residing on Indian reserves, will be provided for by the bill now before the house.

Your committee most respectfully urge the government to carry out the suggestions in Capt. Chearnley's report, particularly that part prohibiting the Indians from selling or disposing in any manner of the blankets presented to them by government.

W. B. WEBSTER, chairman
JNO. C. WADE,
JOHN MCKINNON,
THOMAS F. MORRISON,
THOMAS H. FULLER.

Committee room, 2nd April, 1859.

No. 28.

GOVERNOR'S INSTRUCTIONS.

VICTORIA R.

[SEAL.]

Instructions to our trusty and well beloved Sir EDMUND WALKER HEAD, bart., our captain general and governor in chief in and over our province of Nova Scotia, or in his absence to our lieutenant governor or officer administering the government of our said province for the time being.

Given at our court at Balmoral, this twentieth day of September, 1854, in the eighteenth year of our reign.

First.—Whereas we have by our commission, under the great seal of our united kingdom of Great Britain and Ireland, bearing even date herewith, constituted and appointed you, the said Sir Edmund Walker Head, to be during our pleasure our captain general and governor in chief in and over our province of Nova Scotia.

And whereas we have thereby authorized, empowered and commanded you, the said Sir Edmund Walker Head, in due manner to do and execute all things that shall belong to your said command, and the trust we have thereby reposed in you, according to the several powers, provisions and directions granted or appointed you by our said commission, and the instructions therewith given to you by such further powers, instructions and authorities as shall at any time thereafter be granted or appointed you in respect of the said province of Nova Scotia under our signet and sign manual, or by our order
in

in our privy council, or by us, through one of our principal secretaries of state, and according to such reasonable laws and statutes as are now in force, or as shall hereafter be made and agreed upon by you, with the advice and consent of the legislative council and assembly of our said province of Nova Scotia: Now by these our instructions under our royal sign manual and signet, being the instructions so referred to in and accompanying our commission, we do declare our will and pleasure to be, that you, the said Sir Edmund Walker Head, so soon as may be after the publication of our said commission, do take the oaths appointed to be taken by an act passed in the first year of the reign of king George the First, intituled, "an act for the further security of his majesty's person and government, and the succession of the crown in the heirs of the late Princess Sophia, being protestants, and for extinguishing the hopes of the pretended Prince of Wales and his open or secret abettors," as altered and explained by an act passed in the sixth year of the reign of king George the Third, intituled, "an act for altering the oath of abjuration and the assurance, and for amending so much of an act of the seventh year of her late majesty queen Anne, intituled, an act for the improvement of the union of the two kingdoms, as after the time therein specified requires the delivery of certain lists and copies therein mentioned to persons indicted of high treason, or misprison of treason," or in lieu thereof, the oath required to be taken by an act passed in the tenth year of the reign of his late majesty king George the Fourth, intituled, "an act for the relief of her majesty's Roman Catholic subjects," according as the said former acts or the said last mentioned act shall be applicable to your case; and likewise that you do take the usual oath for the performance of the office and trust of our captain general and governor in chief in and over our said province, and for the due and impartial administration of justice; all which said oaths our executive council of our said province of Nova Scotia, or any three or more of the members thereof, have hereby full power and authority, and are required to tender and administer unto you.

Second.—And whereas, we have by our said commission declared our pleasure to be, that there shall be within our said province of Nova Scotia, a council, to be called "The Executive Council," of our said province, and that the said council shall consist of such persons as you shall from time to time, in our name, and on our behalf, nominate and appoint to be members thereof: We do authorize you, should it in your opinion be necessary for the public service, to remove or suspend any of the members of our said executive council; but in that case you will immediately report to us, through one of our principal secretaries of state, the causes of such removal or suspension, as the case may be.

Third.—And to the end that our said executive council may be assisting to you in all affairs relating to our service, you are to communicate to them such and so many of these our instructions wherein their advice is mentioned to be requisite, and likewise all such others from time to time as you shall find convenient for our service to be imparted to them.

Fourth.—You are to permit the members of our said executive council to have and enjoy freedom of debate and vote in all affairs of public concern which may be debated in the said executive council.

Fifth.—And we do hereby declare, that it is our pleasure that our said council shall not proceed to the despatch of business unless duly summoned by your authority, nor unless five of the members of the said council be present and assisting at any meetings at which any such business shall be despatched: And we do further direct, that if in any case you see sufficient cause to dissent from the opinion of the major part or of the whole of the said executive council, upon any question brought by you under their consideration, it shall be competent to you upon any such occasion to execute the powers and authorities vested in you by our said commission, and by these our instructions, in opposition to such their opinions; it being nevertheless our pleasure that, in every

every case, it shall be competent to any member of our said council to record at length, on the minutes of our said council, the grounds and reasons of any opinion or advice he may give upon any question brought under the consideration of such council.

Sixth.—And it is our pleasure, and you are hereby authorized to appoint, by an instrument under the public seal of the province, one member of our said executive council, to preside in your absence, and to remove him and appoint another in his stead; and if, during your absence, the member so appointed shall also be absent, then the senior member of our council actually present shall preside, the seniority of the members of the said council being regulated according to the order of their respective appointments.

Seventh.—And we do further direct and command, that a full and accurate journal or minute, be kept of all the deliberations, acts, proceedings, votes and resolutions of our said executive council; and that at each meeting of the said council, the minutes of the last preceding meeting shall be read over, confirmed or amended, as the case may require, before proceeding to the dispatch of any other business.

Eighth.—And whereas, we have by our said commission declared our pleasure to be that there should be within our said province of Nova Scotia, a council to be called "The Legislative Council" of our said province, in their certain powers and authorities therein mentioned, and have further declared our pleasure to be, that the said council shall consist of such and so many members as have been or may thereafter for that purpose be nominated and appointed by us, under our royal sign manual and signet, or as should be provisionally appointed by you until our pleasure therein shall be known: provided always, that the total number of the members of the said legislative council, resident within our said province, shall not at any time, by any such provisional appointment, be raised to a greater number of the whole than twenty-one. Know ye, that we, reposing especial trust and confidence in the wisdom, prudence, and ability of the persons who are now members of the said legislative council, as by these our instructions re-constitute and re-appoint such and all of them to be legislative councillors for our said province during our pleasure.

Ninth.—And we do hereby authorize and empower you, the said Sir Edmund Walker Head, to nominate and appoint, provisionally, such persons as you shall think fit to be members of our said legislative council, until our pleasure thereon shall be known.

Tenth.—And we do especially require and enjoin, that whenever you shall think fit, in the exercise of the authority hereby vested in you, to appoint any person or persons provisionally as aforesaid, to be a member or members of our said legislative council, you do in every such case forthwith transmit to us, through one of our principal secretaries of state, the names and the qualifications of the several members so provisionally appointed by you to be members of our said council, to the intent that the said appointments may be confirmed or disallowed, as we shall see occasion.

Eleventh.—And we do hereby authorize and require you, from time to time, and at any time hereafter, by yourself or by any other person to be authorized by you in that behalf, to administer to all and every person or persons as you shall think fit, who shall hold any office or place of trust or profit, or who shall at any time or times pass into our said province, or who shall be resident or abiding therein, the oath commonly called the oath of allegiance, save only in cases wherein any other oath or oaths is or are prescribed by the statutes in that behalf made, or by any of these statutes, in which cases it is our pleasure, and we do hereby direct, that you do administer or cause to be administered to such persons, such other oath or oaths as aforesaid.

Twelfth.—And we do authorise you, should it in your opinion be necessary for the public service, to remove or suspend any of the members of our said legislative council; but
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in that case you will immediately report to us, through one of our principal secretaries of state, the causes of such removal or suspension, as the case may be.

Thirteenth.—And whereas, effectual care ought to be taken to oblige the members of our said legislative council to a due attendance therein, in order to prevent the many inconveniences that may happen for want of a quorum of the said council, to transact business as occasion may require: It is our will and pleasure, that if any of the members of our said council residing in our said province, shall hereafter wilfully absent themselves from the said province, and continue absent above the space of six months together, without leave from you first obtained, under your hand and seal, or shall remain absent for the space of one year without leave given them, under our royal signature, his or their place or places in the said council shall immediately thereupon become void; and if any of the members of our said council, residing in the said province, shall wilfully absent themselves hereafter from the said council, when duly summoned by you, without good and sufficient cause, and shall persist in such absence, after being thereof admonished by you, you are to suspend such councillors so absenting themselves, till our further pleasure be known therein, giving immediate notice thereof to us, through one of our principal secretaries of state; and we do hereby will and require you, that this our royal pleasure be signified to the several members of our said council, and that it be entered in the council books as our standing rule.

Fourteenth.—And whereas by our said commission you are authorised and empowered, with the advice and consent of our said executive council, to summon and call general assemblies of the freeholders, inhabitants of the province under your government; and with the advice and consent of the legislative council and assembly of our said province, or the major part of them, respectively, to make, constitute and ordain laws, statutes and ordinances for the public peace, welfare and good government of our said province. It is our will and pleasure that the following regulations be carefully observed in the framing and passing all such laws, statutes and ordinances, as may be passed by you with the advice and consent of the said council and assembly, *videlicet*, that the style of enacting the said laws, statutes and ordinances be by the governor, lieutenant-governor or officer administering the government, as the case may be, council and assembly, and no other; that each different matter be provided for by a different law, without including in one and the same act such things as have no proper relation to each other; that no clause be inserted in any act or ordinance which shall be foreign to what the title of it imports, and that no perpetual clause be part of any temporary law; that no law or ordinance respecting private property be passed without a clause suspending its execution until our royal pleasure be known, nor without a saving of the rights of us, our heirs and successors, and of all bodies politic and corporate, and of all persons except such as are mentioned in the said law or ordinance, and those claiming power by or under them, and before such law or ordinance is passed proof must be made before you in council, and entered in the council books, that public notification was made of the parties intention to apply for such act in the parish church or churches where the land in question lie, three sundays at least successively before any such law or ordinance shall be proposed, and you are to transmit, annexed to the said law or ordinance, a certificate under your hand that the same has passed through all the forms above mentioned. That in all laws or ordinances for levying money or imposing fines and forfeitures, express mention be made that the same are granted and reserved to us, our heirs and successors for the public uses of the said province and the support of the government thereof, as by the said law or ordinance shall be directed.

That all such laws, statutes and ordinances, be transmitted by you within three months, or sooner, after the passing thereof, to us, through one of our principal secretaries of state, and that all such laws, statutes or ordinances be fairly abstracted in the margins, and accompanied with explanatory observations upon each of them;

them ; and you are also to transmit in the fullest manner, the reasons and occasions for enacting such laws or ordinances, together with fair copies of the journals and minutes of proceeding of the said council and assembly.

Fifteenth.—It is our will and pleasure that you do not give your assent to any bill or bills for raising money by the institution of any private or public lotteries.

Sixteenth.—It is our will and pleasure that you do not give your assent to any bill or bills for the divorce of persons joined together in holy matrimony.

Seventeenth.—And whereas, great mischiefs may arise from passing bills of an unusual and extraordinary nature and importance in our plantations, which bills remain in force there from the time of enacting until our pleasure be signified to the contrary, we do will and require you not to pass or give your assent to any bill or bills of an unusual and extraordinary nature and importance, wherein our prerogative or the property of subjects may be prejudiced, or the trade and shipping of this kingdom in any way affected, until you shall have first transmitted unto us, through one of our principal secretaries of state, the draft of such bill or bills, and shall have received our royal pleasure thereupon, unless you take care that there be a clause inserted therein suspending and deferring the execution thereof until our pleasure shall be known concerning the same.

Eighteenth.—And it is our further will and pleasure that you do not re-enact any law to which the assent of us, or our royal predecessors has been once refused, without express leave for that purpose first obtained from us, upon a full representation by you to be made to us, through one of our principal secretaries of state, of the reasons and necessity of passing such law.

Nineteenth.—It is our will and pleasure that you do in all things conform yourself to the provisions contained in an act of parliament passed in the fourth year of the reign of his late majesty king George the third, entitled, “an act to prevent paper bills of credit hereafter to be issued in any of his majesty’s colonies or plantations in America, from being declared to be a legal tender in payment of money, and to prevent the legal tender of such bills as are now subsisting from being prolonged beyond the period limited for calling in and sinking the same,” and also of an act passed in the thirteenth year of the reign of his said late majesty king George the third, to explain and amend the above recited act passed in the fourth year of his said late majesty’s reign as aforesaid ; and you are not to give your assent to or pass any act whereby bills of credit may be struck in lieu of money, to you our governor, or to any other person whatsoever, unless a clause shall be inserted in such act declaring the same shall not take effect until the said act shall have been approved and confirmed by us, our heirs or successors.

Twentieth.—You are not to suffer any public money whatsoever to be issued or disposed of otherwise than by warrant under your hand, but the assembly may nevertheless be permitted, from time to time, to view and examine the accounts of money disposed of by virtue of laws made by them as there shall be occasion.

Twenty-first.—Our will and pleasure is that you do in all civil causes, on application being made to you for that purpose, permit and allow appeals from any of the courts of common law, or other courts in our said province, in the manner and form which have been usually accustomed, provided nevertheless, that in all such appeals the sum or value appealed for do exceed the sum of three hundred pounds sterling, and that security be first duly given by the appellant to answer such charges as shall be awarded in case the first sentence be affirmed, and if either party shall not rest satisfied with the judgment of you and our executive council, our will and pleasure is that the appellant may then appeal unto us, in our privy council, provided

provided the sum or value so appealed for unto us do exceed five hundred pounds sterling, and that such appeal shall be made within fourteen days after sentence, and good security be given by the appellant that he will effectually prosecute the same and answer the condemnation, and also pay such costs and damages as shall be awarded by us in case the sentence of you and the said executive council, shall be affirmed. Provided nevertheless, when the matter in question relates to the taking or demanding any duty payable to us, or to any fee of office or other such like matter or thing where our rights in future may be bound, in all such cases you are to admit an appeal to us in our privy council, although the immediate sum or value appealed for be of a less amount or value, and it is our further will and pleasure, that in all cases where, by your instructions, you are to admit appeals to us in our privy council, execution be suspended until our final determination of such appeal, unless good and sufficient security be given by the appellee to make ample restitution of all that the appellant shall have lost by means of such decree or judgment, in case upon the determination of such appeal, such decree or judgment should be reversed and restitution awarded to the appellant.

Twenty-second.—You are also to admit appeals unto us in our privy council, in all cases of fines imposed for misdemeanors, provided the fines so imposed amount to or exceed the sum of one hundred pounds sterling, the appellant giving good security that he will effectually prosecute the same and answer the condemnation if the sentence by which such fine was imposed be confirmed.

Twenty-third.—You shall not remit any fines or forfeitures whatsoever above the sum of fifty pounds, nor dispose of any forfeitures whatsoever, until you signify the same to us, through one of our principal secretaries of state, and shall have received our directions thereupon; but you may in the meantime suspend the payment of the said fines and forfeitures.

Twenty-fourth.—You are, with the advice and consent of our said executive council, to take special care to regulate all salaries and fees belonging to places, or paid upon emergencies, that they be within the bounds of moderation, and that no exaction be made on any occasion whatsoever, as also that tables of fees be publicly hung up in all places where such fees are to be paid.

Twenty-fifth.—And you are to transmit to us, through one of our principal secretaries of state, with all convenient speed, a particular account of all establishments of jurisdictions, courts, offices and officers, powers, authorities, fees and privileges, granted and settled within our said province, as likewise, an account of all the expenses, if any attending the establishment of the said courts and offices.

Twenty-sixth.—You shall not appoint any person to be a judge or justice of the peace without the advice or consent of a majority of our said council; and it is our will and pleasure that all commissions to be granted by you to any person or persons to be judge, justice of the peace, or other necessary officer, be granted during pleasure only, save only in cases wherein it may be otherwise provided by any statute or statutes in that behalf made, in which cases it is our will and pleasure that the commissions to be granted by you be conformable to such statute or statutes.

Twenty-seventh.—Whereas, we have by our said commission authorized you, upon sufficient cause to you appearing, to suspend from the exercise of his office, within our said province any person exercising the same during our pleasure, and we have strictly required and enjoined you, in proceeding to any such suspension to observe the direction in that behalf given to you in and by your general instructions. Now we do charge and require you that before proceeding to any such suspension, you do consult with the said council, and you do signify by a statement in writing to the person so to be suspended, the grounds of such intended proceeding against him, and that you do call upon any such person to communicate to you in writing a statement of the grounds upon which, and the evidence by which he may be desirous to exculpate himself, and that you

you transmit both of the said statements to us, through one of our principal secretaries of state. But if in any case the interests of our service shall appear to you to demand that a person shall cease to exercise the powers and functions of his office instantly, or before there shall be time to take the proceedings herein before directed, you shall then interdict such person from the exercise of his powers and functions, preserving to him however, until such proceedings shall have been taken, the emoluments and advantages of his office.

Twenty-eighth.—It being of the greatest importance to our service, and to the welfare of our plantations, that justice be every where speedily and duly administered, and that all disorders, delays, and other undue practices in the administration thereof, be effectually prevented, we do particularly require you to take especial care that in all our courts, where you are authorized to preside, justice be impartially administered, and that in all other courts established in our said province, all judges and other persons therein concerned, do likewise perform their several duties without delay or partiality.

Twenty-ninth.—You shall not by colour of any power or authority hereby or otherwise granted, or mentioned to be granted unto you, take upon you to give, grant or dispose of any place or office within our said province to which any person shall be appointed by warrant under our sign manual and signet, any further than that you may upon the vacancy of any such office or place, or upon the suspension of any such officer by you as aforesaid, put in any fit person to officiate in the interim, until you shall represent the matter to us through one of our principal secretaries of state.

Thirtieth.—You are to permit all persons inhabiting our said province, under your government, to have full liberty of conscience, and the free exercise of all such modes of religious worship as are not prohibited by law—provided they be content with a quiet and peaceable enjoyment of the same, not giving offence or scandal to the government.

Thirty-first.—It is our will and pleasure to reserve to you the power of granting licenses for marriages, letters of administration and probates of wills, as heretofore exercised by your predecessors; and also to reserve to you, and all others to whom it may lawfully belong, the right of patronage and presentation to benefices—you are not however to present any protestant minister to any ecclesiastical benefice, without a certificate from the bishop of Nova Scotia, or his commissary, of his being conformable to the doctrine and discipline of the church of England; and it is our will and pleasure that the person so presented shall be instituted by the bishop of Nova Scotia, or his commissary, duly authorized by him.

Thirty-second.—And whereas, you will receive through one of our principal secretaries of state, a book of tables in blank, commonly called the "Blue Book," to be annually filled up with certain returns relative to the revenue and expenditure, militia, public works, legislation, civil establishment, pensions, population, course of exchange, imports and exports, agricultural produce, manufactures and other matters in the said "Blue Book," more particularly specified, with reference to the state and condition of our said province of Nova Scotia. Now we do hereby signify our pleasure that all such returns be accurately prepared and punctually transmitted to us, from year to year, through one of our principal secretaries of state.

Thirty-third.—And in case of distress of any other of our plantations, you shall, upon application of the respective governors to you, assist them with such aid as the condition and safety of our said province under your government can spare.

Thirty-fourth.—And if anything shall happen which may be of advantage or security to our province under your government, which is not herein or by your commission provided

provided for, we do hereby allow unto you, with the advice and consent of our said executive council, to take order for the present therein, giving unto us, through one of our principal secretaries of state, speedy notice thereof, that you may receive our ratification if we shall approve the same.

Thirty-fifth.—And you are upon all occasions to send to us, through one of our principal secretaries of state, a particular account of all your proceedings, and of the condition of affairs within your government.

Thirty-sixth.—And whereas great prejudice may happen to our service, and to the security of our said province, by the absence of our lieutenant-governor, we direct that he shall not upon any pretence whatever, quit the said province without having first obtained leave from us for so doing, under our sign manuel or signet, or through one of our principal secretaries of state.

No. 29.

PICKLED FISH RETURNS.

Abstract of returns of pickled fish inspected in the several counties in the province of Nova Scotia, in the year 1858.

COUNTIES.	SALMON.										MACKEREL.														
	Barrels.					Half barrels.					Barrels.					Half barrels.									
	1	2	3	Rusty,	1	2	3	4	Large	2	Large	3	4	Small.	Rusty.	1	2	3	4	Large	2	3	4	Small.	Rusy.
Halifax,	1868	610	443	12	8	9	4	818	2821	601	16891	2324	153	755	20	44	35	1811	36	18	5	15	10		
Guysborough,	114	13	1		24	2	1	956	1433		7334	86	3	55			1592	176	27	1367	36	9			
Lunenburg,								417	385		30			3469			50	40	2	25	5				
Yarmouth,											599	577	154												
Digby,								24		104				2931											
Queen's,								29	7	6	22	51	75	6											
Richmond,								26	117		1639	28													
Inverness,	5	5						57	67		409														
Cape Breton,	14	3		1				223	571	110	275	188								1		6	1		
Shelburne,								165	188	304	275	550		117			2								
Victoria,	2001	631	444	1233	11			52715	5589	1125	27574	5343	156	7562	20	44	1669	235	40	1434	60	5	24	10	
	65	3	2					290	614	13	149														
	2166	634	446	1233	11			53005	6203	1158	27723	5343	156	7560	20	44	1669	235	40	1434	60	5	24	10	

Abstract of returns of pickled fish, &c.—continued.

COUNTRIES.	HERRING.						ALEWIVES.											
	Barrels, round.		Half barrels, round.		Barrels, split.		Half brls. split.		Barrels, gross bulk.		Half brls. gross bulk.							
	1	2	1	2	1	2	1	2	1	2	1	2						
Halifax,	22131	223	26	248	1	2634	54	14	7191	5963	37	3159	32	8	20	2	68894 ¹	
Guysborough,	400	187		248		13041	939	5635	633			1531			32		30975	
Lunenburg,	740									1400			25				7554	
Yarmouth,	49	333				274				2464	1583		1642				7675	
Digby,	1293					230				830			1				6501	
Queen's,	2196					239	9						38				2669	
Richmond,						1538	94	276					334		1		3924	
Inverness,		630				1365	1510	643					2139				6508	
Cape Breton,	468					63							419	97			2432	
Shelburne,	395	3				4333	48						375	3			7150	
Victoria,	27672	1386	26	248	1	23717	2654	6508	633	12885	5963	1583	9563	132	8	53	2	144282 ¹
						240												1376
	27672	1386	26	248	1	23957	2654	6568	633	12885	5963	1583	9563	132	8	53	2	145658 ¹

Sydney, returned nil.

From the remaining counties no returns have been received.

Provincial secretary's office, 24th February, 1859.

No. 30.

MARRIAGE AND DIVORCE.

(COPY.)

[Circular.]

Downing street, 12th April, 1858.

SIR,—

In transmitting to you a copy of the act to “amend the law relating to divorce and matrimonial causes in England,” I wish to call your attention to the great importance of the subject.

Her majesty’s government regard this subject as within the general class of internal affairs, which the duty and right of regulating belong to the colonial legislatures under free institutions.

But they are at the same time fully sensible of the great importance of uniformity of legislation on this head, so far as it can be attained, without injury to these principles of colonial government, and the danger as well to public morality as to family interests, which might arise from the law of the colonies on the subject of marriage and divorce, differing materially from that of the mother country, and of each other.

It is therefore the wish of her majesty’s government that you should consult your council as to the expediency of at once introducing a measure which shall incorporate, as nearly as the circumstances of the colony will admit, the provisions of the act recently passed in England.

Some of the minor provisions of the act may, probably, prove incompatible with the requirements of the colony, nor is it my wish to prescribe uniformity in such unessential particulars. But the serious questions which might arise from differences of legislation on that portion of the subject which relates to dissolution of marriage, or divorce a vinculo. Questions possibly affecting the validity of marriages contracted in one part of the empire after divorce in another, and consequent legitimacy of offspring render it advisable that, if the legislature should pass any act varying to an important degree from the present law of England in this particular, you should reserve it for the consideration of her majesty.

The clause in most governor’s instructions relating to divorce acts has been usually held to apply only to special bills for the divorce of named persons, and you need not consider yourself in any way fettered by its provisions.

I find from communications received from parts of her majesty’s colonial possessions, that an impression existed that the late government designed to propose to parliament measures for extending the law to the dominions of the crown in general. I am not aware on what ground this has been supposed, and can only state, that no such measure is in contemplation.

I have, &c.,

(Signed)

STANLEY.

His excellency the lieutenant-governor, Nova Scotia.

No. 31. (a.)

BANK OF BRITISH NORTH AMERICA.

(COPY)

No. 23.

Downing street, 30th November, 1858.

MY LORD—

I transmit to you herewith, copy of a memorial by the bank of British North America, praying for a renewal of their charter for a further term of ten years, and I have to request that you will report to me whether there exists any objection in the province under your government, to the proposed extension of the term of the charter of this bank.

I have, &c.

(Signed)

E. B. LYTON.

Lieut.-governor the right hon. the EARL OF MULGRAVE, &c.

(COPY)

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The humble petition of the Bank of British North America,

HUMBLY SHEWETH :

That the proprietors and shareholders in the said bank were incorporated by royal charter, bearing date the twenty-third day of April, one thousand eight hundred and forty, for the purpose of carrying on the business of a banker in any of the British colonies or settlements in North America, or adjacent to British North America, during the period of twenty-one years from the date of the said charter, and that for the purpose of carrying on the business of the said bank a capital of one million pounds was subscribed for, and that the full amount thereof has been paid up, in fulfilment of the conditions set forth in the said charter.

That this corporation has accordingly established various banks of issue and deposit in the several provinces of Canada, New Brunswick and Nova Scotia, in North America, and agencies connected therewith.

That in the year one thousand eight hundred and fifty-two, a supplemental charter was granted by your majesty to this corporation, removing a certain restriction on the circulation of this bank, imposed in your majesty's said original royal charter, and that such supplementary charter contains a clause that on the determination of the term of twenty-one years by the said original royal charter, fixed for the continuance of the said bank, the business carried on by the said corporation under the authority of such charter should cease, so far as the same might depend upon or be carried on under or by virtue of the power and provisions given and contained by and in the said original royal charter, unless your majesty should, by writing under your sign manuel, declare to the contrary, and should authorize the continuance of the said business, under the provisions of the said original royal charter, and of the said supplementary charter for a further term of ten years, or for such period, and under such provisions and conditions as your Majesty should think fit.

That with the full sanction of your majesty's colonial department, this corporation has made arrangements to open banking establishments in Vancouver's Island, and in British Columbia.

That

That this corporation has made these arrangements in the full confidence that the term originally fixed for the continuance of the corporate privileges granted by the said charter, would be extended for a further period of ten years, beyond the said original term of twenty-one years.

That it is desirable for the purposes of commerce and trade, and especially as regards the said proposed banks in Vancouver's Island and British Columbia, that this corporation should be authorised to carry on its said business, as mentioned in the said royal charter, for a prolonged period after the expiration of the said term of twenty-one years, authorized by the said original charter.

Your majesty's petitioners therefore humbly pray that your majesty will be graciously pleased to authorize this corporation to continue its business under the provisions of the said original royal charter, and of the supplemental charter for the said further term of ten years, or for such period, and under such provisions and conditions as your majesty may think fit. And your majesty's petitioners will ever pray.

By order of the court of directors.

Eleventh day of November, 1858.

(Signed)

C. McNAB, secretary.

(COPY.)

No. 29.

Downing street, 23rd November, 1858.

MY LORD,—

With reference to my despatch of the 30th ultimo, I transmit a copy of a further letter from the directors of the bank of British North America, relative to the extension of the term of their charter for a period of ten years.

I have, &c.,

(Signed)

E. B. LYTTON.

The right hon. the EARL OF MULGRAVE, &c., &c., &c., Nova Scotia.

MR. McNAB TO MR. ELLIOT.

(COPY.)

Bank of British North America,

London, 16th December, 1858.

SIR—

In compliance with the invitation contained in your letter of the 4th inst., I beg respectfully to submit that the object of the directors in seeking a personal interview with Sir Edward Bulwer Lytton, was to explain to him fully the purport of their petition to the queen, of the 11th November, (referred by the treasury to the colonial office) which petition was not for the grant of a new charter, but simply that her majesty would graciously exercise the power specially reserved to her in the existing charter, to continue, "by writing under her sign manuel," its operations for a further term of ten years (or for such other period as her majesty may think fit) from its expiry in April, 1861.

The directors would also beg most respectfully to submit that, in the confidence that that power would be exercised by her majesty, they have made arrangements for

establishing branches in the new colonies of Vancouver's Island and British Columbia, which, although calculated to prove of great advantage to these colonies, cannot be expected for some years to come to yield much profit to the bank in return for the outlay and risk incurred in their establishment.

They would only beg leave further to remark, that the continuation prayed for would simply have the effect of bringing the termination of this bank's charter to the same period as the termination of the charters of the other banks in Canada.

I have, &c.
(Signed) C. McNAB, secretary.

T. F. ELLIOT, Esq., &c., &c.

(COPY.)

No. 7.

Government house, Halifax, N. S.,

January 13th, 1859.

Sir—

In reply to your despatches Nos. 23 and 29, relating to the extension of the charter to the bank of British North America, I have the honor to inform you that my government are anxious that, as far as this province is concerned, a clause should be inserted, rendering them liable to the existing and future laws of the colony, passed, or which may be passed for the regulation of banking institutions within the colony, subject to this alteration. I believe there is no objection to the extension of their charter for the time mentioned. I herewith enclose a minute of council conveying the opinion of my government on this subject.

I have, &c.
(Signed) MULGRAVE.

The right hon. Sir F. B. LYTON, bart.

IN COUNCIL.

Halifax, 28th November, 1859.

[Extract.]

The council are of opinion that the bank of British North America, as far as relates to any branches it may have in Nova Scotia, should be liable to the existing and future laws of the colony, passed, or which may be passed for the regulation of banking institutions within the colony.

No. 31. (b.)

POST OFFICE DESPATCHES.

(COPY.)

Government house, Halifax, N. S., 12th June, 1858.

SIR—

I have the honor to enclose a copy of a minute of council, of which I have approved, and to request that you will have the goodness to call the immediate attention of the postmaster general of Canada to the subject to which it relates.

I find that in consequence of a similar recommendation from the postal committee of the house of assembly in 1856, this subject was then brought under the notice of the Canadian government, but no steps have since been taken to meet the difficulty, and the post office committee having again recommended that those portions of the English and Canadian mails, which pass through the province, should not be forwarded after the 1st August next, unless some satisfactory arrangements can be arrived at. My government will feel constrained, however reluctantly, to give effect to this recommendation.

I beg at the same time to assure you that they will be most anxious in every way to facilitate a settlement of this question; and that it would cause them the deepest regret to interfere in any way with the postal arrangements between Canada and England; the contractors, however, having refused to convey these mails without further remuneration, and the assembly having declined to provide the requisite funds, your excellency will at once see that they have no alternative left, unless the Canadian government will agree to make some allowance for that purpose.

I trust that your excellency will find it convenient to inform me, as soon as possible, of the decision of your government, in order that the result may be communicated to the home authorities.

I have, &c.,

(Signed)

MULGRAVE.

His excellency Sir E. HEAD, bart.

(COPY.)

AT A COUNCIL HELD AT HALIFAX, MAY 29, 1858.

PRESENT,

The right honorable the EARL OF MULGRAVE, lieutenant-governor, &c. &c.

Read a letter, dated 26th May, instant, addressed to the provincial secretary by the postmaster general, calling attention to an extract from the report of the post office committee of last session to the legislative assembly, in which it is recommended "that immediate measures be adopted by this government to obtain certain amounts due to Messrs. Archibald and Hyde, for the carriage of the English and Canada mails, and also to effect an arrangement for the future payment of that service, or that otherwise the postmaster general be ordered not to forward such mails after 1st August next."

Reference being had to the previous correspondence on this subject, it is the opinion of the lieutenant-governor and council, that the government of Canada should have their attention again called to the subject, and be requested to make the provision and arrangements

arrangement indicated in the report, and that it be respectively intimated that in the event of the omission by the Canadian government to meet the views of the legislative assembly in this respect, before the 1st August next, this government will feel constrained to give effect to the recommendation of the committee of the house of assembly, by directing the postmaster general at Halifax not to forward the English mails to Canada after that date.

(copy)

Government house, Toronto,

30th June, 1858.

MY LORD—

I have had the honor of receiving your lordship's despatch of the 12th inst., with the minute of council which it enclosed.

It is with regret that I have to inform your lordship that the executive council here entirely decline to advise me to authorise any such payment as that which is desired on the part of Nova Scotia, and I enclose a copy of a report from the postmaster general of Canada on this subject, together with a copy of a minute of the council, approved by myself.

The maintenance of the postal route to Canada, through Nova Scotia and New Brunswick is no accommodation to this colony; on the contrary the delay in the transmission of the mails and the damage from wet and exposure, to which books are exposed in the course of such transit, make the continuance of this system an inconvenience rather than a benefit to us.

Your lordship will readily see that it is one thing to submit to this inconvenience, as a part of existing postal arrangements with the mother country; but it is a different matter altogether to pay a special consideration for its continuance, as if it were a benefit to Canada.

I have communicated to her majesty's government a copy of this correspondence with your lordship, as well as a copy of the minute of council, and the report of the postmaster general, and I will take care that a similar communication is made to his excellency the lieutenant-governor of New Brunswick, as the principle of indemnity for carrying the Canadian mails, if admitted by us, is equally applicable to that province also.

I have, &c.,

(Signed)

EDMUND HEAD.

The EARL OF MULGRAVE, &c., &c.

Copy of a report of a committee of the honorable the executive council, approved by his excellency the governor general, the 30th June, 1858.

The committee have had before them a report, dated 19th June, 1858, from the hon. the postmaster general, on a despatch of the 12th of the same month, from the lieutenant-governor of Nova-Scotia, enclosing copy of an order in council (29th May, 1858) on the subject of the cost of transport of the English and Canadian mails through that province, and intimating that unless arrangements be made by Canada before the 1st August next, to defray that expense, the English mails to Canada will not be forwarded after that date.

The

The postmaster general reports that a communication was addressed to the Imperial post office authorities on the 18th day of May last, calling their attention to the expediency of restricting the despatch of the book post, and all other matters ordinarily sent from England to Canada *via* Halifax, during summer at least, to the mails made up for the Canadian mail steamers, on account of the delay and other disadvantages he describes as attending the transmission of postal matter by the overland route—that a communication had been previously received from the post master general of New Brunswick, to the effect that Canada should in some shape give an equivalent to his department for the following transit services performed by New Brunswick.

1st.—In conveying over the River St. John valley route, mails passing between England and Canada.

2d.—In carrying similar matter over the Gulf route between England and Gaspe.

3rd.—In carrying mails between Canada and Nova Scotia.

That the answer from that department explained that the transmission of Canadian mail matter from and to England *via* the lower provinces, is an Imperial rather than a provincial arrangement, and only takes place in obedience to the regulations of the general post office, England, to which Canada with reluctance conforms.

In view of the foregoing considerations the post master submits that no advantage whatever is secured, but rather injury sustained in time of peace, by Canada, from the transmissions of mails through the provinces of Nova Scotia and New Brunswick,—that in the event of a war with the United States, the Canadian government would expect, as a matter of course, to enjoy the right of carrying their mails at their own expense through British territory,—that he cannot recommend that any payment should be made for the transport of the mails through Nova Scotia or New Brunswick in time of peace. He finally recommends that it be intimated to the authorities of Nova Scotia and New Brunswick, that this government will gladly concur in the entire cessation of all transmission between Canada and England, *via* Halifax ; and that her majesty's government be requested to forward all Canadian mails, either by the Canadian mails packet to Quebec or Portland, or by the Cunard line to Boston or New York, as the case may be.

The committee submit the recommendations and suggestions of the postmaster general for approval.

Certified.

(Signed)

W. H. LEE, C. E. C.

(COPY.)

Post office department, Toronto,
19th June, 1858.

The postmaster general has the honor to report for the consideration of his excellency the governor general in council, upon the accompanying despatch enclosed to him on the 18th instant—that a communication was addressed to the imperial post office authorities on the 18th day of May last, calling their attention to the expediency of restricting the despatch of the book post, and all other matter ordinarily sent from England to Canada, *via* Halifax, during summer at least, to the mails made up for the Canadian mail steamers. As an instance of the disadvantage attending the *overland* route, it was cited that book post matter marked London, 29th March, and sent from England *via* Halifax, by Cunard packet of 10th April, had only on the 18th May reached Toronto, and in the most deplorable condition from wet and friction in passing over 700 miles of waggon road from Halifax to Quebec, whilst the Canadian steamer which left Liverpool on the 21st April, would have landed that very book post at Quebec on the 2nd May, in as perfect order as when it left England. It was stated, moreover,

moreover, that advice had just been received that the mails by the Canadian steamer "North America," with Liverpool dates of the 6th May, would reach Toronto that day (18th May), thus arriving as soon as the Liverpool book mail of the 10th April, *via* Halifax and Quebec, or in about 13 days from London to the city of Toronto, with the essential advantage of delivering all printed matter in as good condition as when despatched from London, whereas, *via* Halifax, 30 days, or as in the case instanced, 38 days may be occupied, and after all the matter sent be vexatiously injured, and not unfrequently destroyed. It was finally intimated that this department would gladly concur in the entire cessation of all transmission between Canada and England, *via* Halifax.

The postmaster general begs further to state, that a communication had been previously received from the post master general of New Brunswick, bearing on the same subject to which the despatch from the lieutenant governor of Nova Scotia relates; that to this communication a reply was returned on the 17th May ult.

The proposition from the postmaster general of New Brunswick was that Canada should in some shape give an equivalent to his department for the following transit services performed by New Brunswick :

1st—In conveying over the River St. John valley route mails passing between England and Canada.

2nd—In conveying similar matter over the Gulf route between England and Gaspe.

3rd—In carrying mails between Canada and Nova Scotia.

The answer from this department explained that the transmission of Canadian mail matter from and to England, *via* the lower provinces, is an imperial rather than a provincial arrangement, and only take place in obedience to regulations of the general post office, England, to which Canada with reluctance conforms.

In view of the foregoing considerations, the postmaster general respectfully submits to his excellency that no advantage whatever is secured, but rather injury sustained in time of peace by Canada, from the transmission of mails through the provinces of Nova Scotia and New Brunswick.

That in the event of a war with the United States, the Canadian government would expect as a matter of course to enjoy the right of carrying their mails at their own expense through British territory.

That he cannot recommend that any payment should be made for the transport of the mails through Nova Scotia or New Brunswick in time of peace.

That he recommends that the suggestion contained in the concluding paragraph of the departmental communication, first above referred to, should be adopted, and that her majesty's government should be requested to forward all Canadian mails either by the Canadian mail packets to Quebec or Portland, or by the Cunard line to Boston or New York, as the case may be, and that intimation of such decision be given to the provinces of Nova Scotia and New Brunswick.

(Signed)

SIDNEY SMITH,
Postmaster general.

(COPY)

No. 55.

Government house, Halifax, N.S.,
12th July, 1858.

[Postal]

SIR—

I have the honor to enclose for your information, a copy of the correspondence which has taken place between his excellency the governor of Canada, and myself, relative to the conveyance of that portion of the English and Canadian mails which pass

pass through this province, by which you will perceive that the Canadian government are unwilling to make any allowance for that service.

I find that the subject was brought under the consideration of the home government by my predecessor, in a despatch No. 37, of the 31st May, 1857, to which a reply was received from Labouchere, No. 29, of the 20th July, 1857, enclosing a communication from the postmaster general, in which it was stated "that the question raised by the lieutenant-governor appears to be one entirely for the consideration of the several governments of the British North American provinces."

The legislature of this province having refused to make any appropriation for this service, and recommended that the conveyance of these mails should cease after the 1st August next, unless at the expense of the Canadian government.

I at once communicated the fact to his excellency the governor general, and I trust that as the Canadian government are unwilling to defray the charge for the conveyance of these mails, for which this province receives no equivalent advantage, some arrangements may be made by which they may be forwarded by some other route, and not through this province.

I have, &c.,

(Signed)

MULGRAVE.

The right. hon. Sir E. B. LYTTON, bart.,

(COPY.)

No. 12.

Downing street, 20th August, 1858.

MY LORD—

I have to acknowledge your lordship's despatch No. 55, of the 12th July, enclosing copies of a correspondence with the governor of Canada, relative to the cost and inconvenience of sending the English mails for that province through Nova Scotia.

Having referred your lordship's despatch for the consideration of the postmaster general, I enclose for your information an extract of a letter from one of his lordship's secretaries, stating that a notice will be issued, pointing out that no mails for Canada will be forwarded *via* Halifax.

I have, &c.,

(Signed)

E. B. LYTTON.

Lieutenant-governor the EARL OF MULGRAVE, &c., &c., &c.

Extract of a letter from Mr. Tilley to the Earl of Carnarvon, dated general post office, 12th August, 1858.

"The postmaster general desires me to add, that, under the steps that have now been taken by the legislature of Nova Scotia, and the opinion expressed by the governor of Canada, he proposes to issue a further notice, pointing out that no mails for Canada will be forwarded *via* Halifax, and consequently, letters can only be sent through the United States, or by Canadian mail packet."

PART 2.

Provincial secretary's office, Halifax, N.S.,

8th November, 1858.

SIR—

I transmit, by the command of the lieutenant-governor, for your information, the inclosed copy of a despatch dated 30th September, from the right honorable the secretary of state for the colonies, relating to postage of letters on military business; and I

am

am instructed to request that you will furnish for the consideration of his excellency and his council, any suggestions or remarks, that it may appear to you to be proper to make thereon.

I have the honor to be, sir,

Your most obedient servant,

W. H. KEATING, deputy secretary.

A. WOODGATE, Esq., postmaster general.

General post office, Halifax, N.S.,

November 9th, 1858.

SIR—

I beg to acknowledge receipt of your communication of the 8th inst, enclosing copy of a despatch from the secretary of state for the colonies, relating to postage of letters on military business, and requesting me to furnish for the consideration of his excellency and council, any suggestions or remarks, which may appear necessary for me to make on this subject.

In reply, I beg to state, that I entirely concur in the liberal opinion, expressed by the secretary of state for the colonies, that "as the military expenditure in the colonies is mainly incurred for the protection of the colonists, it seems not unreasonable that letters on the military service of the imperial government, should be conveyed through the colonial post office free of charge," and I would therefore beg to recommend that I be directed, to carry this suggestion into effect. I should mention however, for the information of the government, that the revenue of this office will lose about £80 a year by this arrangement, and when it is generally known that letters can be forwarded to and from the military departments *free*, it is more than probable that this amount will be augmented, as I fear in some cases the privilege would be abused.

As no letters are sent free of postage in this province, not even those addressed to the members of the legislature during the session, and as it would change the present postal system of this province, were this particular class of letters sent free, I would beg to suggest, that an account, as at present, be kept at this office of the postage on letters sent and received by the imperial, civil and military departments, and rendered quarterly to the receiver general as a colonial charge, then when the post office accounts are submitted for examination to the legislature, the revenue of this office would not show so large a deficiency, as it necessarily must do if letters are authorized to be forwarded entirely free of charge.

I have the honor to be, sir,

Your most obedient servant,

(Signed)

A. WOODGATE.

W. H. KEATING, esq., Halifax.

Downing Street, 30th September, 1858.

(Circular.)

SIR—

The secretary of state for war has represented to me that his department is subjected to a very considerable expense for the postage of letters on the military business of this country, passing through colonial post offices.

As the military expenditure in the colonies is mainly incurred for the protection of the

the colonist, it seems not unreasonable to expect that letters on the military service of the imperial government should be conveyed through colonial post offices free of charge.

I have therefore to request that you will bring this subject under the consideration of your executive council, with a view to the adoption of some regulation for relieving military and other letters on her majesty's service from the payment of colonial postage.

I am of course, aware that the system of compulsory pre-payment, if strictly adhered to, would prove an obstacle to such relief, by preventing local postmasters from receiving or sending forward any letters on which the postage had not been paid.

It would, however, be easy to establish a regulation specially authorizing the local postmasters to receive and forward letters on her majesty's service addressed to the civil and military departments in this country.

Such a regulation has already been established by the postmaster general of this country, with respect to those colonial post offices which are under his control.

I have the honor to be, sir,
Your obedient humble servant,

(Signed) E. B. LYTTON.

Lt. Governor the right honorable the EARL OF MULGRAVE.

(COPY.)

No. 87.

*Government house, Halifax, N. S.,
14th November, 1858.*

SIR—

I have the honor to inform you that I have laid the circular from your office of the 30th Sept. before my council.

As the exemption of official military correspondence from the payment of colonial postage, will cause a considerable reduction in the receipts of the post office of this province, my council do not feel justified in granting the remission without first submitting the question to the legislature.

They have, however, assured me that they will bring the matter under the consideration of the assembly at an early period of the next session, and I trust that such arrangements may then be made as will meet your approbation.

I have, &c.,
(Signed) MULGRAVE.

The right honorable Sir E. B. LYTTON, bart., &c , &c., &c.

PART 3.

(COPY.)

No. 2.

Downing street, 14th June, 1858.

MY LORD—

In a communication which has been received from the post office, it is incidentally mentioned that the government of Nova Scotia has adopted the proposed system of compulsory pre-payment of postage on letters passing between the colony and this country.

No answer having, as yet, been received to Mr. Labouchere's circular despatch of the 15th of February last, in which you were asked whether compulsory pre-payment of postage would be acceptable to your government, I shall be glad to be apprised, by the earliest opportunity, whether your government has or has not adopted the proposal to establish compulsory pre-payment of postage.

I have, &c.,

(Signed)

E. B. LYTTON.

Lieut.-governor the right hon. the EARL OF MULGRAVE, &c.

(COPY.)

No. 53.—Postal.

Government house, Halifax, N.S.,

1st July, 1858.

SIR—

I have the honor to acknowledge the receipt of your despatch, No. 2, of the 14th of June, and regret that I am not able by this mail to inform you of the decision of my government on the subject of the compulsory pre-payment of letters between this country and England.

Immediately on the receipt of the circular dated 15th February, the legislature being then in session, I caused the subject to be brought to the notice of the post office committee, but their report was not received until the last day of the session, since then some difficulties have arisen which have prevented my government from definitively adopting the proposed arrangement.

I trust, however, that by the next mail I shall be enabled to acquaint you with their decision, which I have every reason to believe will be in favor of the system recommended in the circular.

I have, &c.

(Signed)

MULGRAVE.

The right hon. Sir E. B. LYTTON, bart., &c.

(COPY.)

No. 56.—Postal.

Government house, Halifax, N. S.,

12th July, 1858.

SIR—

In compliance with the assurance conveyed in my despatch, No. 53, I have now the honor to inform you that my government are willing to adopt the system of compulsory pre-payment of letters recommended by the circular from your department dated 15th February, 1858, provided the same rule is simultaneously carried out with the regard to Canada and New Brunswick.

I regret that I have not been able sooner to inform you of this decision, having frequently called the attention of my government to this matter.

The consideration of the subject, however, presented so many difficulties to their minds, that they would not have been induced to have accepted the proposed arrangement, had this colony stood alone, at the same time they are unwilling to stand in the way of any general arrangement which may meet with the approbation of the home government, and which is agreed to by Canada and New Brunswick.

I have, &c.

(Signed)

MULGRAVE.

Right hon. E. B. LYTTON, bart.

No. 32.

CAPE RACE LIGHT HOUSE.

(COPY)

No. 31.

Downing street, 24th December, 1858.

MY LORD—

With reference to my despatch of the 23d July, 1856, respecting the collection of tolls for the support of Cape Race light house, I transmit to you the copy of a letter on the subject from the board of trade, and I request that you will inform me whether the legislature of the colony under your government assent to the collection of tolls for this purpose, and in the event of that assent being granted, that you will furnish me with the information required by the board of trade, as to the amount of tolls (if any) which has been collected, and the probable amount which may be calculated upon per annum for the future.

I shall be glad to receive an early answer from you to these enquiries.

I have, &c.

(Signed)

E. B. LYTTON.

Lieut.-governor the right hon. the EARL OF MULGRAVE, &c.

(COPY.)

*Office of committee of privy council for trade,**Whitehall, 15th December, 1858.*

SIR,—

Referring to the letter from this department of the 22d August, 1857, on the subject of the Cape Race light house, I am directed by the lords of the committee of privy council for trade, to observe that no reply has been received from New Brunswick and Nova Scotia, as to whether those colonies assent to collecting tolls in respect of the light.

The colonies of Newfoundland and Prince Edward Island have assented to the collection of the tolls, and Canada has passed an act authorizing the payment of a certain sum in lieu thereof, but as yet no money has been received by the board of trade from these colonies in respect of the tolls, except from Newfoundland.

In the letter from this department of the 9th of July, 1856, it was calculated that a toll of one-sixteenth of a penny per ton on vessels, as set forth in the order in council of the 16th July, 1857, would probably realize a sum of one thousand five hundred pounds per annum, which it was assumed would, beside paying the expense of maintenance, repay the cost of the erection of the Cape Race light house, in five years.

The tolls collected for the first year in this country, under the order in council of the 16th July, 1857, including those received from Newfoundland, fell far short of the sum calculated upon, so much so that they do not even pay for the cost of maintenance of the light. My lords therefore consider it highly desirable that they should be informed, with as little delay as possible, as to the sum in respect of the tolls they may expect to receive from the whole of the British North American colonies, as it may be found necessary to increase the rate of toll in order that a sufficient sum may be raised to liquidate the cost of erection.

My lords therefore direct me to request that you will move secretary Sir Edward Bulwer Lytton to point out to the governor of the British North American colonies, the importance that this department should be informed as soon as possible

of

of the amount of tolls which has been collected (if any) in the respective colonies, and of the probable amount which may be calculated upon to be raised per annum for the future.

My lords are also desirous of being informed whether the formal assent of the legislatures of New Brunswick and Nova Scotia has been obtained to the collection of the duties.

I am, &c,
(Signed) JAMES BOOTH.

H. MERIVALE, esq. &c. &c.

No. 33.

PRECEDENCE.

(COPY.)

No. 24.

Government house, Halifax,

22nd April, 1838.

MY LORD—

A despatch from your lordship to Sir John Harvey, has been published in the New Brunswick papers, by which I perceive that her majesty has been graciously pleased to command that the puisne judges of the supreme court should enjoy co-ordinate rank with the members of the executive council.

I have the honor to enclose a copy of a letter which the puisne judges in this province have addressed to me, claiming a similar distinction, and as I consider them fully entitled to it, I strongly recommend that they, as well as the master of the rolls, be authorized to take precedence with the members of the executive council, according to the dates of their respective appointments.

I have, &c.
(Signed) C. CAMPBELL.

The right hon. Lord GLENELG.

(COPY.)

No. 158.

Downing street, 29th May, 1838.

SIR—

I have received your despatch No. 24, of the 22nd April, on the subject of the precedence of the master of the rolls, and of the puisne judges in Nova Scotia.

I have had the honor to lay your despatch before the queen, and have received her majesty's commands to acquaint you that she has been graciously pleased to direct that the master of the rolls should, as in England, take rank immediately after the chief justice, and that the puisne judges should enjoy co-ordinate rank with the members of the executive council, and should take precedence with them according to the dates of their respective appointments to the bench or to the council.

I have, &c.
GLENELG.

Maj.-general Sir COLIN CAMPBELL.

At

AT A COUNCIL HELD AT GOVERNMENT HOUSE, 6TH OCT., 1840.

PRESENT :

His excellency VISCOUNT FALKLAND, lieutenant governor,
&c. &c.

His excellency submits the following letter, and states that Messrs. Jeffrey, Collins, Cunard, Cogswell and Tobin, having thereby resigned their seats as members of the executive council, he had, by her majesty's command, accepted their resignation, and in doing so, had the pleasure of informing them that it was her majesty's gracious pleasure that, on retiring into private life, they should retain the honorary rank attached to the office of councillors.

(COPY.)

No. 105.

Downing street, 26th June, 1848.

SIR—

I have received your despatch, marked private and confidential, of the 20th May last, stating your views with regard to conferring honorary distinctions on the retired members of the executive council of Nova Scotia.

Under the particular circumstances detailed in your correspondence on this subject, I think that the best rule is, that those members only should be allowed to retain the title of "honorable," who have served in the capacity of councillors for any considerable time, or with peculiar distinction.

Acting upon this principle the honor ought to be conferred upon Sir Rugert George and Mr. Johnston; considering the services which have been rendered by these gentlemen, it would, I conceive, be invidious to withhold from them the complement, which is about to be conferred upon three members of the executive council in New Brunswick, and you will be at liberty to make a communication to them to that effect.

I shall postpone deciding upon the claims of other members of the retiring council to this distinction, until I receive a further report from you on the subject.

I have, &c.

(Signed)

GREY.

To his excellency Sir JOHN HARVEY.

No. 40.

*Government house, Halifax,**21st July, 1848.*

MY LORD—

I have the honor to acknowledge the receipt of your lordship's despatch, No. 105, dated 26th June last, and I beg to acquaint your lordship that in compliance with the suggestion therein contained, public notice has been given in the Royal Gazette of the 19th instant, of the pleasure of her majesty, that the honorable Sir Rupert D. George, bart., and the honorable James W. Johnston, in consideration of their long services, should retain the honorary distinction they held as members of her executive council in Nova Scotia.

I feel assured that your lordship will concur with me in opinion that the services of
Mr.

Mr. S. B. Robie, late president of the legislative council, have rendered him not less deserving of the same mark of royal favor, and I trust your lordship will feel yourself at liberty to recommend that he should retain the title so long enjoyed.

I have, &c.

(Signed)

J. HARVEY.

The right honorable EARL GREY, &c &c.

(COPY.)

No. 114.

Downing street, 10th August, 1848.

SIR—

I have received your despatch, No. 40 of the 21st July, reporting that you had caused public notice to be given in the Royal Gazette of Nova Scotia, of the queen's pleasure that Sir Rupert George and Mr. J. W. Johnston should retain the honorary distinction which they held whilst members of the executive council, and recommending that the same mark of the royal favor should be granted to Mr. S. B. Robie, is in unison with my own feelings, and I have much pleasure in informing you, that having submitted this gentleman's name to the queen for the distinction in question, her majesty has been pleased to command me to convey to you her authority for conferring upon him the proposed mark of royal favor.

I have, &c.

(Signed)

GREY.

His excellency Sir JOHN HARVEY.

(COPY.)

No. 21.

Government house, Halifax, N. S.

25th October, 1852.

SIR—

As no rule is laid down in the 5th chapter of the book of colonial instructions, page 34, that contains the table of precedency to be observed in her majesty's colonial possessions for determining the relative positions of the vice admiral commanding her majesty's naval forces on this station, and of the major general commanding the troops, I am desirous of bringing the subject under your notice, with a view to obtain your decision on the point.

By the rule laid down and observed in the military and naval services, a vice admiral of the navy takes rank with a lieutenant-general in the army, according to the date of their respective commissions; and if it is intended that the same rule should apply to the colonies, then the vice admiral would rank next to the lieutenant-governor in this province, unless the major general should, by hereditary right, be entitled to the precedence.

I may observe that it is very desirable that the position of these two officers should be definitely settled, as it has given rise to a question with regard to the rank of the bishop of the province, whether he is entitled to take precedence next to the general. Should that officer have precedence over the admiral, the place assigned in the table to the bishop following immediately after that of the general, or senior officer in command of the troops, who succeeds to the temporary administration of the government in the event of the absence or death of the lieutenant-governor.

I have, &c.

(Signed)

J. GASPARD LEMARCHANT.

The right hon. SIR JOHN S. PACKINGTON, bart.

Copy

No. 28.

(COPY.)

Downing street, 22d November, 1852.

SIR—

I have to acknowledge the receipt of your despatch, No. 21, of the 25th of October last, in which you express your desire to be instructed as to the place which should be assigned to the vice admiral commanding her majesty's naval forces on the Halifax station.

The place next to the lieutenant-governor belongs to the major general commanding the troops, not by virtue of his military rank, but because he is the person designated by the queen to succeed to the government of Nova Scotia.

But as the person who commands her majesty's naval forces is generally an officer of considerable rank, I think the fairest rule will be that he should rank, as at the Mauritius, with the general officer in command of the troops, except where the major general commanding the troops is designated as the person to succeed to the government, in case of the death or absence of the governor, and then irrespective of professional seniority, the admiral is to take rank next after the general.

I have, &c.

(Signed)

JOHN S. PACKINGTON.

Lieutenant-governor,
Colonel Sir J. GASPARD LEMARCHANT.

(COPY.)

No. 26.—Executive.

*Government house, Halifax,**13th April, 1854.*

MY LORD DUKE—

Mr. James B. Uniacke, the late attorney general, and Mr. Joseph Howe, the late provincial secretary, having retired from the executive council of Nova Scotia, their titles of honorable, and the precedence given them by their respective warrants, have consequent on their retirement, now ceased.

I therefore respectfully beg leave to request that your grace will be pleased to advise her majesty to graciously allow these gentlemen, in consideration of the long services rendered by them to the province of Nova Scotia, having held these important offices since the year 1848, to retain the honorary distinction they held as members of the executive council.

This mark of distinction has on more than one occasion been awarded here to gentlemen retiring from the executive council, and I therefore will only refer your grace to the last occasion, when Mr. Uniacke's predecessor in office as attorney general, Mr. Johnston, received this mark of her majesty's pleasure, in consideration of his official services, and may be found in the correspondence that passed between the late Sir John Harvey, No. 40, dated 21st July, 1848, and Earl Grey, No. 114, dated 10th August of the same year.

I have, &c.

(Signed)

GASPARD LEMARCHANT.

His grace the Duke of NEWCASTLE, &c.

Copy

(COPY.)

No. 60.

Downing street, 5th May, 1854.

SIR—

I have laid before the queen your despatch, No. 26, of the 13th of April last, in which you recommend that Mr. James Uniacke, the late attorney general, and Mr. Joseph Howe, the late provincial secretary of Nova Scotia, should be allowed to retain their titles, and the precedence given them by their respective warrants.

I have received her majesty's commands to convey to you the authority for conferring upon these gentlemen the honorary distinction for which you have recommended them.

I have the honor to be, sir,
Your most obedient servant,

(Signed)

NEWCASTLE.

Lieut. governor Sir G. LEMARCHANT, &c.

No. 34.

POORS' ASYLUM.

Aggregate list of articles purchased for the use of the Halifax poors' asylum during the year 1858, with the balance due the bank of Nova Scotia.

Balance due the bank of Nova Scotia, 31st December, 1857,	£829	11	1
Barley, 42 cwt. 3 qrs. 2 lbs.	37	18	7
Beef, 28069 lbs.	320	12	7
Butter, 1378 $\frac{3}{4}$ lbs.	63	11	5
Bread, 30 cwt.,	30	5	0
Bakery—baker's salary and wood,	51	6	3
Coals, 73 $\frac{1}{2}$ chaldrons,	98	14	1
Contingencies, expended by the matron, whose account is audited monthly by the acting commissioner,	196	0	0
Clothing, blankets, sheets, &c.,	230	3	0
Coffee, 215 lbs.,	8	10	10
Cows and horse—rent, bran, oats, &c.	32	15	7
Cottage, Willis and Waterloo fields and hospital—rent, ploughing, &c.,	86	9	9
Corn meal, 16 barrels,	17	16	3
Fish, 84 qtls. dry, and 1 barrel herring,	47	17	0
Flour, 478 barrels,	645	12	4
Gas company—gas light,	30	17	6
Ironmongery,	5	7	4
Interest paid the bank for money advanced,	62	3	0
Insurance—premium insurance on property,	10	0	0
Lumber—repairs to buildings, coffins, &c.	11	13	3
Leather for shoes and repairing,	41	16	4
Miscellaneous expenses required for the establishment, articles not of ordinary consumption, purchased by the commissioners, and which do not come under other heads,	78	0	7
Molasses, 1160 gallons,	94	7	7
Oatmeal, 30 cwt. 3 qrs. 14 lbs.,	25	17	3
Oil, 114 gallons,	18	14	1
			Pork,

Pork, 3823 lbs.	£75	13	7
Potatoes, 1164½ bushels,	133	2	3
Peas and beans, 103 bushels,	33	15	0
Removal of paupers,	17	4	3
Repairs to buildings,	43	1	3
Rice, 10 cwt.,	11	7	6
Straw, 149 cwt. 0 qtrs. 5 lbs.	29	6	3
Salaries—including medicine and medical attendance, viz :—			
Pr. Wm. J. Almon,	120	0	0
Keeper and matron,	125	0	0
School mistress,	30	0	0
Clerk,	60	0	0
	<hr/>		
	335	0	0
Salt, 12 hogsheads,	6	0	0
Soap, 424 lbs. hard, 258 cwt. 26 lbs. soft,	83	4	6
Stationery and printing,	4	2	7
Sugar, 16 cwt. 3 qtrs. 1 lb.	40	9	8
Tinware and repairing,	35	15	2
Tea, 1303 lbs.	115	16	3
Truckage,	15	15	11
Vinegar, 78 gallons,	2	18	4
Wool, 190 lbs.	14	5	0
Water company—water,	45	0	0
Wine for the sick, 83 gallons,	36	13	0
Wood, 107 cords,	7	15	0
	<hr/>		
	£4219	5	11
Balance due the bank of Nova Scotia,	£332	9	2

WM. M. ALLAN, }
EDW. KENNY, } Auditors.

Halifax, N. S., 31st December, 1858.

Account of funds received for the use of the Halifax asylum for the poor during the year 1858, and from whence received.

1858.	COMMISSIONERS.	Treasury. Transient poor.	City and county treasurer.	Board of paupers, sale of hats, oakum, &c.	Total.
January,	A. M. Uniacke, Esq.,			£35 6 10	£35 6 10
February,	William Lawson, Esq.,		£200 0 0	60 1 2	260 1 2
March,	Charles Twining, Esq.,		200 0 0	108 19 7	308 19 7
April,	Henry Pryor, Esq.,			40 2 8	40 2 8
May,	Thomas S. Tobin, Esq.,	£1000 0 0		57 14 5	1057 14 5
June,	J. W. Nutting, Esq.,			30 12 6	30 12 6
July,	Hon. Edward Kenny,			27 8 7	27 8 7
August,	J. H. Anderson, Esq.,	500 0 0		35 16 11	35 16 11
September,	Hon. M. B. Almon,		500 0 0	9 17 1	509 17 1
October,	Wm. M. Allan, Esq.,			32 2 5	532 2 5
November,	Hon. Hugh Bell,			2 6 8	2 6 8
December,	John Esson, Esq.,	500 0 0	500 0 0	21 7 11	1021 7 11
	School grant, Balance carried down,				25 0 0
		£2000 0 0	1400 0 0	461 16 9	382 9 2
					£4219 5 11

H. BELL.

Halifax, N. S., 31st December, 1858.

Account of paupers remaining in the asylum for the poor on the 1st January, 1858, and admitted during the year ending 31st December.

Men—	
Halifax,	93
Transient,	392—485
Women—	
Halifax,	73
Transient,	232—305
Children—	
Halifax,	138
Transient,	48—186
	976
Total,	

Deaths in the asylum during the year.

Men,	47
Women,	30
Children,	15—92

Number of paupers in the asylum on the 31st December.

Men,	182,	of which	35	are lunatics.
Women,	132,	“	36	“
Children,	72,	“	2	“
	Total,		386,	of which 73 are lunatics.

Average number per day, 344, at a cost of 6½d. per day each.

Amount due the Halifax paupers' asylum.

Pictou—Wm. Urquhart, to 5th March, 1859,	£136 10 0
Wm. Murray, to 22nd March, 1859,	148 7 6
James Hall,	1 5 0
Chester—Polly Anderson, to 28th February, 1859,	39 0 0
Lunenburg—John M. Dauphney, to 11th October, 1849,	3 3 7
Wallace—Charlotte Lynch, to 18th March, 1859,	78 12 4
Windsor—Ellen Wise,	2 18 0

Collected since last year, about £25.

No. 35.

MAIN POST ROADS.

To the honorable Charles Tupper, provincial secretary.

SIR—

At your request, and for the information of his excellency the lieutenant governor and the legislature, I beg leave to submit the following report of that part of the main post road under my supervision.

When I received my commission I proceeded to examine the road, and found it in a very bad state, the great cause of which was the great amount of travelling on the road during

during the last two years, in transporting supplies and material for constructing the railway; and the limited means in the hands of my predecessor prevented him from doing much in repairing it.

I applied the small sum at my disposal, in the best manner I could in repairing the bridges and the parts of the road which stood most in need; and at the present time, in many places the water runs across the road, and in others it runs for a considerable distance along the ruts or tracks made by the wheels. Several new culverts require to be constructed, and some of the bridges want covering with plank. All this requires to be attended to as early in the spring as possible, as every rain storm tends much to the wearing away and destroying of the road, it being in a great many places low in the middle and high at the edges.

I have the honor to be,

Your obedient humble servant,

EPHRAIM E. BURGESS.

Bedford Basin, 17th January, 1859.

Windsor, 25th January, 1859.

SIR—

I beg to acknowledge the receipt of yours of the 31st ult., and to state in reply, as regards the portion of the main road under my supervision, viz., from Windsor bridge to Halifax county line:

That the road from Windsor to St. Croix, about seven miles, was passable at the setting in of winter.

The bridge over the St. Croix has not been considered safe since May last, when a corner of one of the abutments gave way, taking with it a part of the road-way. In consequence of representation to the county members, I received a commission in November last to expend £25 in repairing this bridge. Having expended £10 in making such temporary repairs as would make the bridge available for winter traveling, and in putting up such timber bracing as the situation would allow for the support of the abutment, I did not consider it advisable to expend the remainder of the sum, not being satisfied that the money could be laid out to any advantage. I had the bridge carefully examined in August last by Mr. John E. Taylor, who I consider a competent person, and transmitted a report of its state, together with a plan of the bridge, (for the consideration of the government,) to your office at that time.

The road from St. Croix to the mouth of Rawden road at Lakeland, about 8 miles, is in much the same state as that from Windsor to St. Croix. These two sections, 15 miles in all, will probably require a small sum to open drains, and replace any small bridges that may be injured or destroyed by the frost or spring rains.

The road from Lakeland to the railroad station at Mount Uniacke, about 4½ miles, is generally in a rough state, and would require a considerable outlay to put in good order.

I think it necessary to draw particular attention to a bridge on a bog which the road crosses near Mount Uniacke in this section, which will have to be rebuilt this year. I am informed the present bridge cost over £20. It is not possible to ascertain what will be required here until the covering is taken off, but (from the situation) the timber being constantly immersed in fresh water and bog mud, it will most likely have to be rebuilt from the foundation.

The bridge and road here is very much settled, and liable to be overflowed by every freshet. A new bridge would require to be raised at least one foot high, and the road on each side for nearly one hundred yards raised in proportion, to ensure the safety and comfort

comfort of travellers. Several pieces of the road in this section are very rough, the only drainage for the water being the travelled *road-way*, in some places the *centre of it*. Complaints are daily being made of the unsafe state of travelling in consequence of the accumulation of ice from this cause, and I am of opinion that it is absolutely necessary that a small sum, say two or three pounds, should be appropriated for the purpose of removing the ice and giving vent to the water this winter, at such times as wheels have to be used on the road.

This section being the present means of communication with Halifax and the railway for residents at and about Lakeland, Ardoise, a part of Rawdon, and Upper Newport, as well as the only *road* by which the whole western country can reach Halifax, give it a strong claim to attention.

From Uniacke station to Halifax county line, but very little will be required to keep up the road for the present year.

I have the honor to be, sir,

Your most obedient servant,

SAMUEL PALMER,

Supervisor main road from Windsor bridge to Halifax co. line.

Hon. CHARLES TUPPER,
Provincial secretary.

Barney's River, county of Pictou,
31st December, 1838.

SIR—

Pursuant to instructions, I now beg leave to report for the information of the government, my doings as supervisor on the main post road from Colchester county line to the Gut of Canso, during the past season, also the state, condition, and requirements of the same.

As the amount of money appropriated at the last session of the legislature for the section of main post road under my charge, in the county of Pictou, was only sufficient to pay the large amount of over-expenditure of the previous year, there was none at my disposal to make such repairs as the road required in the summer of 1838—therefore I forwarded a report to the government on the 25th of May last, as to the state of the road and bridge over the middle branch of Barney's River, and afterwards received permission to build the bridge, and make such repairs on the road as were absolutely necessary, which I have caused to be made, amounting to £102, and forwarded the account to the financial secretary, and the amount was at once advanced by the government.

The sum of £206, appropriated for the main post road from Pictou county line to the Gut of Canso, in the county of Sydney, enabled me early in the spring to complete the section of new road commenced last year at John Williams', and repair the most necessary parts towards the Gut of Canso. By an act passed at the last session of the legislature, the sum of £300 was authorized to be borrowed and expended towards extending the new road from Antigonish towards the Strait of Canso. This sum was expended chiefly by tender and contract, towards opening a section of new road near Harbor Bouche; the account of which I forwarded to the hon. the financial secretary, and the amount was paid to me by Wm. A. Henry, esquire, M. P. P.; but as this sum was not sufficient to extend the new section to connect with the old road, application was made through the county members to the government for an additional sum to extend the new road to the old one. This was agreed to, and the road opened as soon after

after as possible, costing £72 8s. 6d.; the account of which I forwarded to the financial secretary in November last, and the amount was at once advanced by the government.

State and requirements of the road.

Several parts of the road in the county of Pictou is of a wet and clayey nature, especially in the vicinity of New Glasgow, and is deep and muddy during the wet weather in spring and autumn, therefore the drains would require to be widened and deepened, and the road raised in the centre with good materials.

I consider that the sum of £250 will at least be required the ensuing year for repairing the road from Colchester county line through the county of Pictou to Sydney county line, exclusive of New Glasgow bridge. This bridge is in a very decayed state, and will require to be rebuilt first summer. I will make an estimate of the probable cost of building a new one, and have it forwarded by the time the legislature meets.

The old bridge at the east end of the town of Antigonish is in a very decayed state, and will require to be rebuilt next season; and the bridge over the Black River at Big Tracadie, will require new covering. The cost of these bridges, and repairing of the road from the Pictou county line through the county of Sydney to the Gut of Canso, will require at least £300, first season.

I have the honor to be,
Your obedient servant,

ADAM McKENZIE, Supervisor.

Hon. provincial secretary, &c.

Musquodoboit Harbor, Febarury, 1859.

SIR—

In obedience to the commands of his excellency the lieutenant governor, I beg to present to you my report for the past year, on the state of that portion of the main post road under my supervision, known as the Harvey road.

On account of the small sum placed at my disposal, I made no attempt to repair the LeMarchant bridge, (head of Jeddore,) but have put the road from Musquodoboit harbor to Dartmouth in good travelling condition. Most of the bridges on this section have been built within the last two years.

East of Musquodoboit Harbor, travelling has been greatly retarded for the want of the LeMarchant bridge. I am happy now to be able to report, that by the instruction and advice of the county members, I have entered into a contract to have this bridge put in a thorough state of repair and completion by next July, for the sum of one hundred and eighteen pounds. Its exposed position rendered it necessary to have stone instead of wood abutments, as in former contracts.

It will require at least one hundred pounds to put the eastern section of this road, from Musquodoboit to Ship Harbor, in good repair, as several of the bridges will require new timber, say Musquodoboit River, Navy Pool and Oyster Pond.

Excepting something serious occurs in the breaking up of the heavy ice beds, the section west of Musquodoboit Harbor will not require more than forty pounds for the coming season.

I would again respectfully call attention to the *time* and the *manner* in which statute labor is generally performed upon our main post roads. The superintendent or overseer of the work is frequently unskilled in road making, and generally the work is performed too late in the season, and the material used for repairing the road would be better suited for a compost heap.

I would again respectfully suggest, that the supervisors, *as they are held responsible for the work on the roads*, should have the power of nominating, for the approval of the quarter sessions, fit and proper persons as overseers from each district, or let the work be performed under the superintendence of a person chosen and paid by said supervisor out of the road appropriations. Either methods would be a vast improvement on the present system of electing overseers by universal suffrage at the annual town meetings.

All which is respectfully submitted by

Sir,

Your most obedient servant,

WILLIAM ANDERSON,
Supervisor of Harvey road,
Eastern shore.

Hon. C. TUPPER, provincial secretary.

Port Hood, 25th January, 1859.

SIR—

In obedience to his excellency's request, contained in your letter of 29th ult. requiring me to furnish a report of the portion of the main post road in the county of Inverness, under care, I beg leave to submit for the information of his excellency in council, and the two branches of the legislature, the following :

In consequence of the very sudden thaws and great quantities of rain during the winter and spring of 1858, our roads were as usual very much cut up and injured, and required the expenditure of the greater portion of the money appropriated for last year, early in the season, in order to make the roads passable.

A short section of the new line at Long Point requires yet to be made, in order to continue the part made in 1857, until it joins the old line at Duncan Grant's, and I intended to have done so last summer, but was prevented in consequence of the scarcity of funds from doing more than merely opening it for a winter road. During the ensuing summer this section will require to be finished, A large bridge at Margaree, across a deep gulch, where very little water runs, will require to be renewed, which I purpose to do by a small stone bridge and embankment, so as to save the annual outlay necessary to keep up a long and high bridge. Another near Plaister Cove was so much injured by the freshet about three weeks ago, that it will require to be renewed in the spring.

Considerable injury has been done to the roads throughout this county by the sudden freshets we have had since the commencement of winter, with other injuries we may naturally expect before the close of spring, will require a considerable sum to meet, which the large increase of wheel travelling renders unavoidable. At present I do not know of any other bridges likely to be required this year, except those above alluded to.

I have the honor to be,

Most respectfully. sir,

Your very obedient servant,

GEORGE C. LAWRENCE,

Supervisor main post roads,
County of Inverness.

The hon. provincial secretary,
Nova Scotia.

The

The undersigned having been appointed commissioner on the great eastern road from Dartmouth to Hauts county line, for the last two years, begs leave to report :

That the road is greatly out of repair ; and that a part of said road has formerly been destroyed by hauling railway iron, and other traffic ; and that the sums of money granted the last two years has not been sufficient to put said road in repair. Also, there are two bridges on the before mentioned road damaged by the late freshets, which must be repaired the ensuing season, otherwise they will be impassable.

Therefore I am of opinion that it will take the sum of one hundred pounds from Dartmouth to the Guysborough road ; also the sum of one hundred pounds from said road to Hauts county line, to put said road in good repair.

ISAAC ISENER.

January 24th, 1859.

Upper Musquodoboit, January 4th, 1859.

Sir—

Having completed the repairs on that part of the Guysborough road under my supervision, as far as the amount at my disposal would admit, I beg leave to transmit to you for his excellency's information, the following report :

The sum expended in the past year, on the main post road from Rutherford's (at the junction of the Truro road) to the Guysborough county line, a distance of 8½ miles, was £163 14 8, which sum was granted and apportioned as follows :

Section No. 1.—From Rutherford's to Upper Musquodoboit, a distance of 48 miles, £100.

Section No 2.—From Upper Musquodoboit to Guysborough county line, 36 miles, £63 14 8. £20 of which was advanced by the government for fall repairs, the legislative grant being only £43 14 8.

Though the sum granted for section No. 1 was much below the usual grant, yet the road was equally as good throughout the past summer and autumn as it has been for many seasons back. This is owing in a great measure to the bridges having been put in good repair in 1857, many of them having been re-built that year, required but little expense the past season. This circumstance, together with the mildness of last winter, and the absence of winter and spring freshets, the road was put in good repair at a much less expense than usual.

The sum apportioned for section No. 2 was much below the requirements of the road. The amount granted yearly for this section of road has been little more than sufficient to keep the bridges and spoats in repair, and repairing the worst parts of the road, without making any general permanent alteration for the better. Consequently many parts of the road are worn out, and would require a much larger sum than has usually been granted, to put it in a comfortable condition for travelling.

I would respectfully recommend that the following sums be allowed for the present year :

From Rutherford's to Upper Musquodoboit,	£150	0	0
From Upper Musquodoboit to Guysborough county line,	100	0	0
	<hr/>		
Making in all for the whole service,	£250	0	0

All which is respectfully submitted.

JOHN PARKER, Supervisor.

To the hon. CHARLES TUPPER, provincial secretary, &c.

No. 36. (a.)
PROVINCIAL DEBENTURES.

ACCOUNT OF PROVINCIAL BONDS

Issued in Nova Scotia of £100 and £500 sterling, each redeemable in 20 years from the 1st July, 1855, bearing interest at 6 per cent. in coupons attached, and payable on the 1st January and 1st July in each year.

No's. of board.	Date of bond.	When issued.	When int. commenced.	To whom issued.	Amount of bond.	Rate of premium.	Am't. of premium.	Total am't. received.
1 to 4	1855	1855	1855		£ 400	PR. CENT. Par.	£ 0 0	£400 0
5	19 October	do	July	Peter Brown,	300	do	0 0	300 0
8	do	do	do	J. McCully,	300	do	0 0	300 0
11	do	do	do	Michael Tobin,	400	do	0 0	400 0
15	do	do	do	Thomas S. Tobin,	300	do	0 0	300 0
18	do	do	do	Rev. J. Stannage,	300	do	0 0	300 0
21	do	do	do	D. McCulloch,	300	do	0 0	300 0
24	do	do	do	Bishop of Nova-Scotia,	300	do	0 0	300 0
27	do	do	do	John S. Morris,	300	do	0 0	300 0
	do	do	do	John Gibson,	200	do	0 0	200 0
29	do	do	1856		400	do	0 0	400 0
33	do	do	Jan'y.	Hugh Bell,	100	do	0 0	100 0
34	do	do	do	J. C. W. Wilkie,	200	do	0 0	200 0
36	do	do	do	Visitor of King's college, B. Halliburton,	400	5	10 0	420 0
39	do	do	do	P. McGrigor,	100	5	5 0	105 0
40	do	April 1	do	Thomas Fenerty,	200	5	10 0	210 0
41	1856	do	do		300	5	15 0	315 0
43	March 1	do	do	William Stairs,	700	5	35 0	735 0
46	do	do	do	Thomas Fenerty,	800	4	32 0	832 0
53	do	May 20	July	D. McCulloch,	500	3½	17 10	517 10
61	do	do	do	J. Gammell,				
		June 2	do	E. Billing,				

66	do	June 5	do	John Gibson,	400	4	16 0	416 0
70	do	do	do	Free Church,	300	4	12 0	312 0
73	do	July 14	do	A. M. Uniacke,	200	3½	7 0	207 0
76	do	Aug. 18	do	W. McColla,	100	5	5 0	105 0
78	do	Oct. 22	do	J. G. A. Creighton.	200	5	10 0	210 0
81	do	Nov. 14	do	Rev. A. Pollock,	300	6	18 0	318 0
84	do	Dec. 11	do	F. S. Coupa,	300	6	18 0	318 0
85	do	1857	1857		200	5	10 0	210 0
86	do	March 12	Jan'y.	J. G. A. Creighton,	300	4½	13 10	313 10
89	do	June 5	do	Thos. Fenerty.	300			
91	do	July 11	July		300	1½	3 15	303 15
92	do	do	do	A. M. Uniacke,	100	1½	1 5	101 5
95	do	July 29	do	W. H. Keating,	300	1½	4 10	304 10
99	do	Aug. 4	do	James Carmichael,	400	1½	7 0	407 0
100	do	1857	1857	Eddy Tupper,	400			
103	July 1	Aug. 17	do	Mrs. Mary Lyle,	400	2	8 0	408 0
104	1858	1858	1858		100	Par.	0 0	100 0
106	Jan'y. 1	Jan. 18	Jan'y.	A. M. Uniacke,	100	½	0 10	100 10
109	Feb'y 11	Feb. 11	do	Sawers Stirling,	400	3	3 0	403 0
110	Jan'y 1	do	do	James Malcolm,	200	1	2 0	202 0
111	do	Feb. 26	do	James Fraser, jr.,	100	1	1 0	101 0
112	do	March 1	do	James Malcolm,	300	1	3 0	303 0
115	do	March 3	do	A. M. Uniacke,	300	1	3 0	303 0
118	do	March 4	do	W. S. Stirling,	200	1½	3 0	203 0
119	do	March 7	do	William Stairs,	300	2	6 0	306 0
121	do	April 7	do	Hon. M. B. Almon,	100	2	2 0	102 0
123	do	May 3	do	W. S. Stirling,	600	2½	13 10	613 10
124	do	do	do	John Gibson,	200	2½	4 10	204 10
130	do	May 14	do	James Fraser, jr.	200	2½	5 0	205 0
131	do	May 18	do	William Stairs,	300	2½	7 10	307 10
132	do	do	do	J. R. Mosse,	100	Par.	0 0	100 0
133	do	May 26	do	Harry King,	500	do	0 0	500 0
134	do	do	do	A. M. Uniacke,	400	do	0 0	400 0
137	do	do	do	Robie Uniacke,				
138	May 1	June 4	July					
143	May 1	do	do					
147	do	June 18	do					

ACCOUNT OF PROVINCIAL BONDS—continued.

Nos. of bond.	Date of bond.	When issued.	When Int. commenced.	To whom issued.	Amount of bond.	Rate of premium.	Am't of premium.	Total am't received.
432	1858 May 1	1858 July 15	1858 July 1	Edward Binney,	500	1/4	1 5	501 5
433	do	July 31	do	William Low,	500	1/4	2 10	502 10
436	do	31	do	Hartshorne & Stewart,	1500	1/4	7 10	1507 10
437	do	Aug. 2	do	S. N. Binney,	500	1/4	2 10	502 10
438	do	do	do	W. A. Black,	500	1/4	2 10	502 10
439	do	do	do	S. N. Binney,	500	1/4	2 10	502 10
440	do	Aug. 4	do	George Esson,	500	1/4	3 15	503 15
441	do	Aug. 16	do	John Gibson,	500	1/4	3 15	503 15
442	do	do	do	Halifax Fire Insurance Company,	500	1/4	3 15	503 15
443	do	Aug. 20	do	Mrs. Robie,	500	1/4	5 0	505 0
444	do	Aug. 26	do	R. F. DeLisle,	500	1/4	5 0	505 0
					£72000		£687 10	£72687 10

RECAPITULATION.

200 of £100 stg. each	£20000	Prem. £352 15 0	£20352 15 0
144 of £550 stg. each	72000	687 10 0	72687 10 0
Total—	£92000	£1040 5 0	£93040 5 0

ACCOUNT SALES OF DEBENTURE BONDS,

By Messrs. Baring, Brothers & Co., London, on account of the province of Nova Scotia.

Date of sale.	Amount sold, sterling.	Rate of premium.	Total amount.	Commis'n and brokery.	Amount of charges off.	Nett amount to the credit of the province.
		PER CENT.				
1855	£150000	Par	£150000	0		£150000
August 24	300	2	306	0	3 15	302 5 0
1856	4000	3	4120	0	50 0	4070 0 0
July 1	100	6	106	0	1 0	105 0 0
do	500	5½	527 10	0	5 0	522 10 0
8	8000	6	8480	0	92 10	8387 10 0
11	3000	6	3180	0	37 10	3142 10 0
12	500	6	530	0	5 15	524 5 0
16	1000	6	1060	0	12 10	1047 10 0
18	1800	6	1908	0	22 10	1885 10 0
19	1000	6½	1065	0	12 10	1052 10 0
22	3300	6	3498	0	53 15	4509 5 0
25	1000	6½	1065	0	25 0	2105 0 0
do	2000	do	2130	0	6 5	523 15 0
August 2	500	6	530	0	2 0	211 0 0
9	200	6½	213	0	12 10	1052 10 0
15	1000	do	1065	0	2 10	210 10 0
Sept. 6	200	do	213	0	12 10	1052 10 0
29	1000	do	1065	0	25 0	2105 0 0
October 10	2000	6	2130	0	7 10	628 10 0
15	600	do	636	0	18 15	1571 5 0
16	1500	do	1590	0	6 5	523 15 0
31	500	do	530	0	12 10	1047 10 0
Nov'r. 1	1000	do	1060	0	12 10	1047 10 0
13	1000	do	1060	0	12 10	1047 10 0

Date of sale.	Amount sold, sterling.	Rate of premium.	Total amount.	Commis'n and brokery.	Amount of charges off.	Nett amount to the credit of the province.
		PER CENT.				
Dec. 27	5000	5½	5275	0	50 0	5225 0 0
1	4600	5½	4864 10	0	57 10	4807 0 0
2	1800	5½	1899	0	22 10	1876 10 0
22	3100	6	3286	0	38 15	3247 5 0
1857.						52783 5 0
Jan. 1	800	3	824	0	8 0	816 0 0
16	100	do	103	0	1 0	102 0 0
21	3800	do	3914	0	47 10	3866 0 0
26	300	3	309	0	3 15	305 5 0
4	600	do	618	0	7 10	610 10 0
9	2000	do	2060	0	25 0	2035 0 0
11	600	do	618	0	7 10	610 10 0
12	1000	do	1030	0	12 10	1017 10 0
13	100	do	103	0	1 5	101 15 0
16	100	do	212971	0	722 15	4680 10 0
17	3200	do	103	0	1 5	101 15 0
18	700	do	3296	0	40 0	3256 0 0
23	200	3½	721	0	8 15	712 5 0
27	2500	3	207	0	2 10	204 10 0
March 13	200	3½	2575	0	31 5	2543 15 0
30	600	do	207	0	2 0	205 0 0
31	3800	do	621	0	7 10	613 10 0
April 1	400	3½	3933	0	47 10	3885 10 0
8	2200	5½	413	0	4 0	409 0 0
9	200	4	2277	0	27 10	2249 10 0
13	200	do	208	0	2 10	205 10 0
20	100	do	208	0	2 10	205 10 0
24	4800	do	104	0	1 0	103 0 0
27	4000	do	4992	0	48 0	4944 0 0
27	1800	do	4160	0	50 0	4110 0 0
30	4000	do	1872	0	22 10	1849 10 0
		do	4160	0	50 0	4110 0 0

ACCOUNT SALES OF DEBENTURE BONDS—continued.

Date of sale.	Amount sold, sterling.	Rate of premium.	Total amount.	Commis'n and brokery.	Amount of charges off.	Nett amount to the credit of the province.
1857						
May 2	£ 600	PER CENT. 4	624 0 0	PER CENT. 1 and 1/4	7 10 0	616 10 0
13	2000	4 1/2	2090 0 0	1	20 0 0	2070 0 0
19	200	do	200 0 0	do	2 0 0	207 0 0
21	2000	do	2090 0 0	1 and 1/4	25 0 0	2065 0 0
22	1900	do	1985 10 0	1	19 0 0	1966 10 0
5	700	do	731 10 0	1 and 1/4	8 15 0	722 15 0
do	500	5	525 0 0	do	6 5 0	518 15 0
do	500	4 1/2	522 10 0	do	8 15 0	516 5 0
do	200	5	210 0 0	do	31 8 0	207 10 0
June 8	2500	do	2625 0 0	do	12 10 0	2593 15 0
20	1000	2	*1018 7 1	do	20 0 0	1005 17 1
23	600	do	612 0 0	do	25 0 0	1617 0 0
24	1000	2 1/2	1025 0 0	do	25 0 0	2015 0 0
25	2000	2	2040 0 0	do	3 15 0	303 15 0
25	300	2 1/2	307 10 0	do	12 10 0	1012 10 0
26	1000	do	1025 0 0	do	12 10 0	1007 10 0
30	1000	2	1020 0 0	do	11 5 0	911 5 0
July 2	900	2 1/2	922 10 0	do	112 10 0	9112 10 0
3	9000	do	9225 0 0	do	12 10 0	1012 10 0
4	1000	do	1025 0 0	do	15 0 0	1215 0 0
10	1200	do	1230 0 0	do	7 10 0	607 10 0
11	600	do	615 0 0	do	1 5 0	101 5 0
12	100	do	102 10 0	do	6 5 0	506 4 0
15	500	do	512 10 0	do	10 0 0	810 0 0
16	800	do	820 0 0	do	6 5 0	506 5 0
18	500	do	512 10 0	do	15 0 0	1215 0 0
22	1200	do	1230 0 0	do		

* Less 32s. 11d. interest.

August 24	800	do	820 0 0	do	10 0 0	810 0 0
27	200	do	205 0 0	do	2 10 0	202 10 0
1	1000	do	1025 0 0	do	12 10 0	1012 10 0
4	3700	3	3811 0 0	do	46 5 0	3764 15 0
5	5000	do	5150 0 0	do	62 16 0	5087 10 0
11	500	do	515 0 0	do	6 5 0	508 15 0
12	1400	do	1442 0 0	do	17 10 0	1424 10 0
14	7700	do	7931 0 0	do	96 5 0	7834 15 0
15	100	do	103 0 0	do	1 5 0	101 15 0
19	1500	2 3/4	1541 5 0	do	15 0 0	1526 5 0
24	1200	3	1236 0 0	do	15 0 0	1221 0 0
25	1000	do	1030 0 0	do	12 10 0	1017 10 0
26	300	do	309 0 0	do	3 15 0	305 5 0
			£87200 0 0			88968 7 1
Sept. 28	1500	do	1545 0 0	do	18 15 0	1526 5 0
29	400	do	412 0 0	do	5 0 0	407 0 0
8	500	do	515 0 0	do	6 5 0	508 15 0
15	900	do	927 0 0	do	11 5 0	915 15 0
15	100	do	103 0 0	do	1 5 0	101 15 0
16	1500	do	1545 0 0	do	18 15 0	1526 5 0
17	1000	do	1030 0 0	do	12 10 0	1017 10 0
23	100	do	103 0 0	do	1 0 0	102 0 0
30	2000	do	2060 0 0	1 and 1/4	25 0 0	2035 0 0
October 6	200	do	206 0 0	do	2 10 0	203 10 0
9	2000	do	2060 0 0	do	25 0 0	2035 0 0
10	2000	do	2060 0 0	do	25 0 0	2035 0 0
12	300	do	309 0 0	do	3 15 0	305 5 0
16	600	do	618 0 0	do	7 10 0	610 10 0
3000	3000	do	3060 0 0	do	37 10 0	3022 10 0
7100	7100	2	7242 0 0	do	88 15 0	7153 5 0
20	4000	do	4080 0 0	do	50 0 0	4030 0 0
22	400	do	410 0 0	do	5 0 0	405 0 0
29	100	2 1/2	102 10 0	do	1 5 0	101 5 0
30	500	do	512 10 0	do	6 5 0	506 5 0
Nov. 3	500	do	512 10 0	do	1 5 0	101 5 0
12	100	2	102 0 0	do	1 5 0	100 15 0

ACCOUNT SALES OF DEBENTURE BONDS—continued.

Date of sale.	Amount sold, sterling.	Rate of premium.	Total amount.	Commis'n and brokery.	Amount of charges off.	Nett amount to the credit of the province.
1847						
Novr. 24	£ 400	PER CENT. 2	£408 0 0	PER CENT. 1 and 1/4	5 0 0	403 0 0
25	200	do	204 0 0	do	2 10 0	201 10 0
	3100	do	3162 0 0	do	38 15 0	3123 5 0
30	1000	do	1224 10 0	do	15 0 0	1209 10 0
	200	2 1/2	1020 0 0	do	12 10 0	1007 10 0
Deer. 1	1000	2	3465 0 0	do	42 10 0	3425 10 0
3	3400	do	1020 0 0	do	12 10 0	1007 10 0
4	1000	do	204 0 0	do	2 10 0	201 10 0
15	200	do	3876 0 0	do	41 5 0	3824 15 0
16	3800	do	1530 0 0	do	18 15 0	1511 5 0
17	1500	do	2040 0 0	do	25 0 0	2015 0 0
22	2000	Par	500 0 0	do	6 5 0	493 15 0
24	500	Div'd off.	1500 0 0	do	18 15 0	1481 5 0
28	1500	do	500 0 0	do	6 5 0	493 15 0
28	500	do	10700 0 0	do	111 5 0	10588 15 0
1858			£48600 0 0			49057 10 0
January 1	10700	Par.	502 10 0	do	6 5 0	496 5 0
5	500	1/4	502 10 0	do	6 5 0	496 5 0
8	500	do	2010 0 0	do	25 0 0	1985 0 0
9	2000	do	101 0 0	do	1 0 0	100 0 0
11	100	1	6834 0 0	1 and 1/4	85 0 0	6749 0 0
14	6800	1/4	8241 0 0	do	183 16 0	14622 5 0
15	8200	do	6565 0 0	do	2 0 0	201 10 0
	6500	1 1/4	203 10 0	1	137 10 0	10955 0 0
	200	1 1/4	5025 0 0	do		
16	5000	1/4	5050 0 0	1 and 1/4		
	5000	1	1017 10 0	do		
	1000	1 1/4				

18	2000	do	2035 0 0	do	25 0 0	2010 0 0
19	700	do	712 0 0	do	15 0 0	1207 5 0
	500	2	510 0 0	do	13 15 0	1108 5 0
20	1100	do	1122 0 0	do	32 10 0	2613 10 0
21	600	1	606 0 0	do	6 5 0	501 5 0
26	2000	2	2040 0 0	do	3036 10 0	53634 5 0
	500	1 1/2	507 10 0	do	25 0 0	2135 0 0
			406944 17 1	do	12 10 0	1067 10 0
Feb. 12	2000	8	2160 0 0	do	6 5 0	533 15 0
13	1000	do	1080 0 0	do	6 5 0	533 15 0
16	500	do	540 0 0	do	12 10 0	1067 10 0
17	10300	do	11124 0 0	do	50 0 0	4270 0 0
19	500	do	540 0 0	do	40 0 0	3416 0 0
22	500	do	540 0 0	do	2 10 0	213 10 0
23	1000	do	1080 0 0	do	72 10 0	6191 10 0
26	4000	do	4320 0 0	do	1 5 0	106 15 0
March 16	3200	do	3456 0 0	do	36 5 0	3093 15 0
23	200	do	216 0 0	do	6 5 0	496 5 0
29	5800	do	6264 0 0	do	12 10 0	1067 10 0
April 1	100	do	108 0 0	do	50 0 0	4270 0 0
8	2900	do	3132 0 0	do	1 5 0	106 15 0
January 7	500	do	502 10 0	do	8 15 0	747 5 0
April 15	1000	1/4	1080 0 0	do	12 10 0	1067 10 0
16	4000	8	14364 0 0	do	166 5 0	14197 15 0
20	100	do	432 0 0	do	5 0 0	427 0 0
21	700	do	1944 0 0	do	22 10 0	1921 10 0
27	1000	do	2916 0 0	do	33 15 0	2882 5 0
30	13300	do	540 0 0	do	6 5 0	533 15 0
	400	do	540 0 0	do	6 5 0	533 15 0
May 4	1800	do	1620 0 0	do	18 15 0	1601 5 0
5	2700	do		do		
6	500	do		do		
7	500	do		do		
8	1500	do		do		

ACCOUNT SALES OF DEBENTURE BONDS—continued.

Date of sale.	Amount sold, sterling.	Rate of premium.	Total amount.	Commis'n and brokery.	Amount of charges off.	Nett amount to the credit of the province.
1858						
May 14	22900	PER CENT. 8	24732	1 and 1/4	286	24445 15 0
10	800	do	864	do	10	854 0 0
15	7000	do	7560	do	87	7472 10 0
	1800	do	1953	do	22	1930 10 0
25	1100	8 1/2	1193	1	11	1182 10 0
31	2000	do	2170	1 and 1/4	25	2145 0 0
	4900	do	5316	do	61	5255 5 0
	100500					107298 0 0
June 1	200	6	212	do	2	209 10 0
16	16000	do	16600	do	125	16475 0 0
	3000	do	3180	do	37	3142 10 0
21	2700	do	2862	do	33	2828 5 0
24	2400	do	2544	do	30	2514 0 0
	500	do	530	do	6	523 15 0
25	3800	do	4028	1	38	3990 0 0
29	1400	do	1484	do	17	1466 10 0
30	7600	do	8056	1 and 1/4	95	7961 0 0
1	1300	do	1378	do	16	1361 15 0
3	1100	do	1166	do	13	1152 5 0
6	2000	do	2120	do	25	2095 0 0
7	300	do	318	do	3	314 5 0
8	800	do	848	do	10	838 0 0
9	2500	6	2650	do	31	2618 15 0
10	600	do	636	do	7	628 10 0
14	1000	do	1060	do	12	1047 10 0
16	9000	do	9540	do	112	9427 10 0
24	300	6 1/2	319	do	3	315 15 0
	50500					52909 15 0

Sept. 10	1500	10	1650	do	18	1631 5 0
14	3500	do	3850	do	43	3806 5 0
15	3000	do	3300	do	37	3262 10 0
21	2000	10 1/2	2210	do	25	2185 0 0
24	1100	do	1215	do	13	1201 5 0
27	3000	do	3315	do	30	3285 0 0
29	8000	do	8840	1 and 1/4	100	8740 0 0
1	3000	do	3315	do	37	3277 10 0
7	500	do	552	do	6	546 5 0
15	900	do	994	do	30	2629 10 0
	1500	11	1665	do	10	878 0 0
16	800	do	888	do	6	550 0 0
	500	11 1/2	556	do	16	1430 0 0
18	1300	do	1446	do	31	2753 15 0
20	1000	do	1112	do	50	4410 0 0
23	1500	11 1/2	1672	do	38	3417 15 0
25	4000	do	4460	do	16	1433 5 0
27	3100	do	3456	do	50	4410 0 0
28	1300	do	1449	do	50	4410 0 0
28	4000	do	4460	do	50	4410 0 0
29	4000	do	4460	do	50	4410 0 0
	49500					54257 15 0
	£600000		£623896 17 1		£5523 0 0	£618373 15 1

No. 36. (b.)

E D U C A T I O N .

MAY IT PLEASE YOUR EXCELLENCY—

In conformity with statutory enactment, I beg to submit to your excellency my report of the common, grammar, normal, and model schools, for the past year.

I shall first of all advert to a few of the more prominent features in the statistical tables appended, and then present a brief account of my proceedings as superintendent of education.

But before I proceed to an examination of these tables, I may take the liberty of expressing my regret that so many imperfections and deficiencies still adhere to them, and that they cannot be regarded in any other light than a mere approximation to the truth. I have in the pages of the Educational Journal frequently and earnestly pressed upon the attention of teachers, trustees and commissioners, the benefit that would flow from their exercising greater diligence and accuracy in gathering up within their respective provinces and bounds, all educational statistics, yet I do not think they are one whit more complete than they were last year. I do not mean by this remark to charge any of these parties with dereliction of duty. On the contrary, I believe they have done their duty to the best of their ability; and several of them have bestowed no small pains in collecting much valuable information. The meagreness and deficiency of these tables are to be ascribed, not so much to the parties mentioned, as to the legislative educational enactment now in force, there being no staff of paid agents whose business it is to attend to such matters, and until such a staff of public officers is appointed, I despair of being able to present any thing like an accurate and reliable view of the condition of education in the province.

In referrence to these tables, it may be stated, generally, that they show some slight improvement on those of last year. The number of schools, and of course, of teachers, is considerably increased. The difference between the number of schools taught in summer and in winter, is diminished, Though the public money expended is somewhat smaller than last year, the amount raised by the people is more, by a few hundreds. The apparatus and equipments, as well as the whole style and character of the education imparted, both in the common and grammar schools, seem, as far as can be ascertained from these tables, decidedly on the advance. But to be somewhat more particular,

1st.—And, first, allow me to call your excellency's attention to the effect of the additional grant made to the cause of common education, two years ago. It is well known that the legislature of 1857 voted a third more towards this object. This movement I cordially supported, in the hope, mainly, that such an addition would prove a great boon to those teachers labouring in the more sparsely settled districts. Though disappointed in this expectation, in consequence of the increased number of teachers, it was gratifying to observe from last report, that 5000 more children were receiving education. That this enlarged attendance is chiefly to be attributed to this additional allowance is, we think, abundantly apparent, in the fact, that whilst, during the winter of 1857 and 1858, there was an increase of 2428 scholars above the preceding, the last summer, when this grant was withdrawn, there was a falling off of 3657. In these circumstances, I think no one can hesitate to admit that this additional grant imparted a powerful impulse to the cause of education, at least, in so far as the quantity is concerned; or, to regret, that it should have been found necessary to withdraw it at the end of one brief year.

2. Again, the reduced difference between the number of schools taught in winter and summer, seems to demand a remark or two. In the last statistical tables, the
returns

returns of the number of schools showed a difference of 200 more in summer than in winter. In the table appended this difference is reduced to 142. One of the greatest impediments in the way of progressive advancement in the cause of education, in this province, is the temporary duration of the great majority of our schools. The irregularity of the attendance of the scholars is a serious obstacle in the way of progress, but the closing of the schools altogether, for months consecutively, if not for a year or more, is still worse. Various reasons may be assigned for this state of things. The nomadic habits of the teachers themselves, the practice in some districts, of employing female teachers in summer and male in winter, the untenantableness of too many school houses in winter, the ignorance or the erroneous views entertained by too many parents,—these, and such like reasons, conspire in periodically shutting up a great number of school houses. But, be the cause what it may, it is injurious in the extreme to the general interests of education. In such circumstances, no real progress can possibly be made. At the very time when the scholars are becoming acquainted with the teacher and the teacher with the scholars, does a separation take place. When after the lapse of a year or half a year, the school is again opened with a new teacher, the scholars are about half the time of his sojourn in their midst, before they arrive at the point they left off with the former teacher; and thus it is there are hundreds of our youthful population who are enrolled in our tabular statements, year after year, as receiving instruction, to whom that instruction is of little or no practical benefit in after life; and if it is so disastrous to the rising generation, where, we would ask, is the economy or saving to the parents—it is the most expensive education their children can possibly receive. It is encouraging, to observe, that in this matter there seems to be some symptoms of amendment. In the absence of a compulsory enactment, requiring a certain amount of attainment, or a certain period of regular attendance at school—which, in my opinion, ought to constitute part of the provision of every national system—I know of no other more effectual remedy for this state of things than to endeavor to elevate the public tone in reference to the value and benefit of a thorough education.

3. Again, in looking over these tables, and comparing them with those of last year, there would seem, as already hinted, to be considerable improvement in the quality of the education given. The apparatus and the various external equipments, such as the school-registry, maps, black boards, &c., are more complete. The number of common schools, in which grammar, geography and classics are taught, is vastly increased. The whole condition of the grammar schools, the number of pupils in the higher branches, as well as the general attendance, have all undergone very marked improvement. And from all this, we think, we are warranted to conclude, that the normal school is now beginning to tell, both directly and indirectly, throughout the country. There are now upwards of a hundred normal trained teachers engaged in discharging the duties of their vocation, throughout the length and breadth of the province; and these, if true to themselves, must exert some influence in elevating the standard of teaching qualification.

I have always maintained that under the most favorable auspices the benefit of the normal school would not be felt to any great extent, throughout the province, in less than five years, and the above fact would seem to indicate the soundness of this view, that institution having now been in existence about the space of three years.

4. The sum of £600 has, as usual, been expended in the purchase of school books, which have been proportionably distributed among the various school boards. The vouchers of the receipt of these books by the different boards of school commissioners, accompany this report. I think I may now congratulate the province on the near prospect of a uniformity of school books throughout the province. I have been aiming at this ever since I entered on the duties of my present office; and this year, considering the province as ripe for the change, a great proportion of the above sum has been

been expended in the purchase of the Irish national series alone. The firm of A. & W. MacKinlay has stereotyped all those of the series required by the common schools of the province, which are sold at a much lower rate than any other class of school books now in general use. Other booksellers are importing the same series. The store-keepers, too, throughout the country, are beginning to see the necessity of being well supplied with these books; so that in the course of a year or so a complete uniformity in the school books used throughout the province will prevail. Out of the £600 granted by the province for the above purpose, £50 have been paid to Mr. H. Reid for 1000 copies of his publication on geography.

5. I cannot here omit noticing that nothing has been done during the past year relative to the school libraries. My views on this subject have been set forth in several succeeding reports. I am thoroughly convinced that there is no way of giving satisfaction in the dispensing of this boon and in the distribution of these books, but by allowing the people to make their own selection. For this purpose a catalogue of suitable and profitable books ought to be prepared for the sanction of the legislature, and a repository opened in some central locality of the province for their reception. In May next, had it not been for the act of the legislature of last session, there would have been not less than £2000 due this fund, which, if judiciously expended, would go far in laying the foundation of a pretty extensive library, and which, being added to year after year, would be the means of diffusing among our population an immense amount of valuable information, and tend largely to elevate the whole of our industrial and moral economy.

6. The only other matter appertaining to the tables on which I shall touch, is that of the distribution of the public money. In examining the returns of the boards of school commissioners of past years, as well as of the present, I have been struck with the great diversity of allowance granted by the different boards to the same class of teachers, and have generally found, that, in those very sections of the country most energetic in the furtherance of education, and where, in consequence, there is a much larger number of schools in active operation,—that in these very sections, the first and second class teachers receive the smallest amount of the public funds. This we hold to be a great hardship both to the teacher and the section, in such circumstances. To the former, it is so, for he has left a section where, as a first class teacher, he received of public money, say £18 or £20, per annum, and he is now labouring in another section where he holds the very same rank, and yet he only receives some £10 or £12 of public money, and the other classes of teachers in like proportion.—To the commissioners of the section it is an equal hardship. They receive, it may be, a fair proportion of public money, according to the principle on which these funds are appropriated. But they are zealous in the promotion of education within their bounds, or, perhaps, it should rather be said, the people themselves are zealous in the cause. This as a matter of course increases the number of schools, which again increase the number of teachers, and compels the board to reduce proportionally the allowance made to each teacher, so that what should constitute a ground of greater encouragement, becomes the very reverse. Now it appears to me, that two things ought to be done by which this hardship may be remedied, or, at least, greatly obviated. First, a more thorough classification of the teachers both as to scholarship and professional attainment ought to be made, and this, in my opinion, can only be properly done by a board of examiners, aiming to bring the same class of teachers all over the province up to the same scale or standard of qualification. Even without such a board of examiners, much might be effected by the different boards of school commissioners, who, in granting licenses to first and second class teachers, should strive to bring all to the same standard. For this purpose, I have appended to this report a graduated scale of qualifications for first and second class teachers, respectively; and it were well that the legislature called the attention of the boards of school commissioners to this matter, as what, at any rate, they should seek

seek to aim at. Then, it should be seen that the teachers of the same grades receive the same amount of public money all over the province, irrespective of the character of the school taught. Were due care taken in the granting of licenses, this method would form a powerful stimulus to teachers to promote their own improvement. Rendering the state provision dependent on the qualifications of the teachers, it would inspire them with reanimated diligence to strive after higher and higher attainment. The supplementary allowance raised by the school districts would form a sufficiently powerful motive to secure the diligent discharge of professional duty, and to give character and efficiency to the school. This is the principle on which the committee of council on education in Britain acts, and it seems universally admitted to be the best calculated to elevate the whole inner-life of education.

It will be observed, that there is no statistical information giving in the tables regarding the provincial academies receiving public money, as was done in my last report. The reason of this is, that I have only received one return from these academies, and those that came to hand last year were exceedingly defective in many important particulars. It appears to me that this province has now reached that position in its educational history, that, so long as it is destitute of a general literary and philosophical university, it behoves it to give the highest possible encouragement to these institutions, seeing that they form the only intermediate link between our better taught common schools and the denominational colleges of the land. It ought to be seen that the 1600 or £1700, inclusive of Dalhousie college high school grant, are really instrumental in securing a style of education worthy of the age, and not expended on the education of those who might and ought to be attending the more advanced common or grammar schools of the country. If this end be attained, instead of begrudging such a sum, it ought, in my apprehension, to be enlarged. I have to express my regret, that it has never yet been in my power to visit officially these academies in accordance with the instructions laid down in the 30th paragraph of the present educational enactment, viz: "That the superintendent may visit all academies deriving support from the public funds, inspect their discipline and accounts, offer suggestions for their improvement, and report on their state and efficiency, for the information of the executive and legislature." It is however my intention, at the close of the summer term of the normal school, to visit these institutions, in due form, and to report accordingly.

NORMAL AND MODEL SCHOOLS.

These provincial institutions continue to prosper. The number of pupil-teachers in attendance is still on the increase. During the winter of 1857—58, there were 61 pupil-teachers and three paying pupils. Of these at the end of the term 8 obtained first class certificates, and 8 scholarships, and 33 obtained second class certificates. Last summer session, there were in attendance 46 pupil-teachers, and 4 paying pupils, and 1 agricultural. Of these, one received a grammar school diploma, 19 a first class and 11 a second class. At the end of this term there was for the first time, since the opening of the normal school, no distribution of scholarships, in consequence of the withdrawal of the grant for this purpose at the last meeting of the legislature. This withdrawal was to me a matter of no ordinary disappointment, as I had been led to believe that the sum granted for this purpose, two years ago, was to be considered part and parcel of the current expenditure of the institution,—a belief this, to which I had often given expression, at the public meetings held by me throughout the province, on the subject of education.

Placing the half of my salary to the credit of the normal school, the whole sum required for the support of the normal and model schools does not exceed £750 per annum, and surely no one who knows any thing of the nature, design, and importance of these institutions, will venture to say that this is an exorbitant amount, but that on the contrary, it is exceedingly moderate. If the success or efficiency of any system of popular

popular education depends on the living agents or school-masters, and if normal schools are intended, and form the only machinery yet devised for the purpose of qualifying these living agents, surely no one will say that, in an expenditure of £40,000 or £50,000, that £750 is a large sum to be appropriated to that which can alone secure the end designed to be served by the £50,000.

But we go a step farther, and maintain that there is no similar institution, with the same equipment and staff of officers, either on this, or the old continent, supported at the same moderate rates. Without travelling beyond the neighbouring province, in the educational bill passed by its legislature last winter, the sum of 6s. per week is granted to every pupil attending the training school in New Brunswick. And what would this of itself amount to, were the same sum voted to the pupil teachers attending the normal school at Truro. According to the attendance at the present term, it would amount to not less a sum than £450 per annum, and so is it in other provinces and states. I know not one normal school on this or the other side of the atlantic, whether national, associational, or denominational, that does not support, either wholly or in part, the students in attendance; and surely £100 a year, given not in an eleemosynary way, but as the reward of diligence and success in the prosecution of their studies, is a comparatively small sum to appropriate to such an object.

It is, therefore, earnestly hoped, that the legislature will re-consider this matter, and in its wisdom, see the propriety not only of renewing the grant of £100 per annum, but of placing it on a permanent footing, so that it shall be considered part of the current expenditure of the institution.

Did the legislature, in its liberality, see fit to grant the £100 on which we calculated for last year, in addition to the £100 for the present year, it would be of immense service, in the purchase of a consulting or reference library for the normal school.—The hundred pounds granted by the province for providing text books and stationery for the students, fuel, repairs, man-servant, &c., are barely sufficient for the purpose, as will be seen in the accompanying accounts. The institution is now well provided with apparatus for working experiments in chemistry and natural philosophy, £200 having been voted by the legislature for that purpose at the opening of the institution. But we are still entirely destitute of a consulting library for the normal students,—I mean a library made up of a good selection of dictionaries, gazeteers, grammars, celebrated school books on all branches of knowledge, and a full assortment of treatises on the science and art of teaching, &c., and to which the students might at all times resort for reference and consultation.

The normal school is now in session, with a larger attendance than on any former occasion. There was enrolled 73 pupil-teachers and one paying pupil. Some of these are students who formerly attended and graduated, and who are evidently anxious to arrive at greater proficiency in the practice of our system. And yet, notwithstanding this increase, it is not in my power to supply as much as one half the demand made for normal trained teachers. Indeed there are already several districts, large and influential settlements, that not only give such a preference, but will take no other, and nobly exert themselves to raise the adequate salary.

The model schools also continue to maintain their ground, the number since last report having been considerably increased. The number enrolled during the past year averaged 196; and the average number in attendance has been 168. The receipts and disbursements of this department of the normal school are among the other accounts. The teachers are acquitting themselves to my entire satisfaction, and proving the complete practicability of the system pursued, though the frequent changes that take place in the attendance of the scholars, prevent its success from being so apparent. Nevertheless, it is my confident belief that those children who have steadily attended the institution since its commencement, will compare favorably with those of any other seminary, whether of a more initiary or advanced character.

The connection between the normal and model schools is now placed on a more regular

regular and systematic plan of operation, the former imparting to the future teachers of the province a knowledge of the science, and the latter of the practice of education.

EXPERIMENTAL GARDEN AND FARM.

As to the experimental garden and farm, little need be said. It is well known that the application made to the legislature, last winter, for a grant of money with the view of carrying out the object contemplated in the purchase of the land, was refused; and it need not be wondered at, that, in consequence, only one agricultural student has made his appearance. Still the time has not been lost, as I have been endeavoring at my own expense, to do a little towards the improvement and stocking of the grounds. The land is thoroughly exhausted, and before it is capable of answering the end intended, it must pass through a process of cultivation, both mechanically and chemically. For this purpose between £300 and £400 will be required, in consecutive yearly grants of £150. This, however, would not prevent the agricultural students from immediate benefit, a small portion of the ground might at once be set off for experimental purposes, and the bringing in and fertilizing of the rest, would, of itself, be the means of communicating important practical knowledge.

But I do not enlarge. I would rather refer to my last report, where the whole subject is discussed, both as to the plan of operations and the benefits to be derived. If ever there were a period in the history of the province when it behoved the legislature to impart every possible encouragement to the cause of agriculture, it is now. Never before were there such favorable opportunities for the sale of farm produce, or such remunerating prices for this produce; and never before was there such a disposition manifested to invest capital in land; and now, therefore, is the time for the legislature to impart stimulus and direction. We do not approve of the government of a country becoming a great monopolizing farmer, through the medium of model farms, and the like, any more than we would approve of it becoming a manufacturer or a merchant, because, we believe, such pursuits are far more successful and beneficial in the hands of competitive emulation; but the legislature may, nay, it is alike its duty and interest to impart every possible encouragement to every branch of the industrial economy; and there is no branch so imperatively demanding such encouragement, or one so immediately remunerative to the great provincial undertakings, as that of agriculture.

It is well known that, in addition to the principalship of the normal school, I hold the position of superintendent of education, and in that capacity, since I gave in my last report, I have visited every county in the province, held teachers' institutes in almost all the school sections, conferred with commissioners on the condition of education within their respective bounds, &c., &c. I have also addressed public meetings on some branch of education at the following places:—Shubenacadie, Windsor, Hantsport, Lower Horton, Kentville, Lakelands, Canard, Aylesford, Nictaux, Lawrencetown, Bridgetown, Annapolis, St. Clements, Hillsboro, Digby, Sandy Cove, Weymouth, Clare, Bear River, Yarmouth, Hebron, Tusket, Spinney's Settlement, Barrington, Shelburne, Locke's Island, Milton, Liverpool, Bridgewater, Lunenburg, Chester, Halifax, Dartmouth, Pictou, New Glasgow, Little River, Little Tracadie, Plaister Cove, Ship Harbour, Hogomah, Margaree, Moss' River, Baddeck, St. Ann's, Boulardrie, Sydney Mines, Arichat, McNair's Cove, Guysborough, St. Mary's, Colodonia, Middle Musquodoboit, Stewiacke, Pugwash and Wallace.

The great majority of these meetings was largely attended, and, in several places, much interest seemed to be manifested. The great drawback to the full benefit of these meetings is the want of a duly authorised agency to carry into practical detail the impulse imparted, this, as stated in my last report, requires the appointment of a thorough staff of local inspectors, and till such officers are appointed, perhaps half of my public labours, as superintendent of education, is expended to no purpose.

The only other matter worthy of notice, connected with my proceedings during the past year is the commencement of the Journal of Education and Agriculture. I stated to the educational committee of the house of assembly, last year, the propriety of starting such a periodical. Firstly, because it was in every way becoming that I, as superintendent of education, should have a direct medium of communication with all the teachers throughout the province. Secondly, because such a publication seemed well fitted to raise the tone of public feeling on the general subject of education. Thirdly, because the intelligence of what was going on, in one district of the province might, it was thought, stimulate other districts,—and, still more, fourthly, because it appeared to me, in every way desirable, that that system of education whose principles and practice are expounded, exemplified, and enforced in the normal and model school, should be exhibited and circulated in as permanent form as possible. In order to enable me to send a copy of this publication, gratuitously, to every teacher in the province, I solicited the grant of £100 from the legislature. This was refused, and, leave being given to publish it on my own responsibility, I issued the first number in July last. I combined agriculture with education, because in the present educational bill, agricultural chemistry is required to be taught, in all the higher seminaries; and, still more, because I deemed it a good medium of giving publicity to the result of the experiments in the projected garden and farm. The circulation has fully equalled my expectations, and will, I believe, relieve me from all pecuniary loss for the first year, at least. It is matter of regret and disappointment to me, that scarcely half of the teachers in this province, for whose benefit it was mainly set agoing, see the periodical. I fixed the price as low as possible—a dollar paid in advance, imagining that no teacher, however inadequately remunerated, could fail to afford such a sum. Whether some step ought not to be taken, by which every teacher shall be put in possession of a copy, and by which the Journal may obtain a wider circulation amongst the agricultural societies of the province, is a matter in my opinion, worthy the consideration of the legislature.

I have the honor to be

Your excellency's

Most obedient humble servant,

ALEXANDER FORRESTER.

TABLE

NUMBER OF SCHOOLS AND

SCHOOL BOARDS.	No. of Schools.		No. of Districts.	SUPPORT FROM DISTRICT.								
	w.	s.		Support in winter.			Support in summer.			Total support.		
				£	s.	d.	£	s.	d.	£	s.	d.
1. Halifax City,	21	19		546	6	1	368	10	0	914	16	1
2. Do. East,	17	15		300	10	0	294	10	0	595	0	0
3. Do. West,	31	36		588	5	0	678	10	7	1266	15	7
4. Do. Shore,	12	19	32	151	5	0	234	0	0	385	5	0
5. Chester,	14	17	22	102	6	1	176	7	0	278	13	1
6. New Dublin,	19	14	18	237	10	1½	117	12	2	355	2	3½
7. Lunenburg,	32	30	36	312	9	9	286	8	3	598	18	0
8. Queen's,	25	36		344	6	5	363	4	4	707	10	9
9. Shelburne,	19	22		200	7	10½	225	18	6	426	6	4½
10. Barrington,	17	29	28	207	15	0	292	0	1	499	15	1
11. Argyle,	16	24	27	187	17	7	241	18	9	429	16	4
12. Yarmouth,	25	27	37	551	11	2	496	17	3	1048	8	5
13. Clare,	15	19		139	9	8	152	15	1½	292	4	9½
14. Digby,	28	45	31	566	11	3	690	14	2	1257	5	5
15. Annapolis, West,	25	33		403	3	0	522	4	6	925	7	6
16. Do. East,	31	39	40	688	15	3	742	13	9	1431	9	0½
17. King's,	61	71	66	1503	3	3	1609	6	5	3112	9	8
18. Hants, West,	29	35		697	11	1	883	14	10½	1591	5	11½
19. Hants, East,	18	21	38	428	6	6	445	12	10	873	19	4
20. Colchester,	46	53	71	963	17	4	955	7	5½	1919	4	9½
21. Stirling,	14	19	19	219	18	9	343	5	0	563	3	9
22. Cumberland,	60	62	57	1032	4	9	1066	5	0	2098	9	9
23. Parrsborough,	9	11	18	135	10	2	141	6	3	276	16	5
24. Pictou, North,	46	61	63	823	10	0	977	10	0	1801	0	0
25. Pictou, South,	55	62		802	13	5	872	16	10	1675	10	3
26. Sydney,	54	62	62	728	14	11½	835	0	6½	1563	15	6
27. St. Mary's,	13	14	17	171	1	6	166	8	2	337	9	8
28. Guysborough,	27	29	39	263	5	3	292	16	1	556	1	4
29. Inverness, South,	49	51	66	482	9	3	484	0	4	966	9	7
30. Do. North,	25	27	38	295	17	6	355	14	6	651	14	0
31. Victoria,	32	27		427	14	0	422	10	0	850	4	0
32. Cape Breton,	64	62		739	7	4	769	9	9	1508	17	1
33. Richmond,	32	34	36	337	10	3	321	5	8½	658	15	11½
Total,	40	46	37	691	0	10	649	12	4½	1340	14	2½
	941	1079	824	14890	3	8½	16187	3	10	31077	7	6½
	981	1123	861	15581	4	6½	16836	16	2½	32418	0	9

Total average cost of each pupil, 13s. 8½d.

Total average salary of each teacher £38 16s. 11d.

A.

DISTRICTS—SUPPORT OF SCHOOLS, &c.

SUPPORT FROM PROVINCE.									Amn't. from people for every £1 of province.	Cost of pupil to people.	Cost of pupil to province.						
Support in winter.			Support in summer.			Total support.											
£	s.	d.	£	s.	d.	£	s.	d.									
437	10	0	355	16	8	793	6	8	1	0	5½	0	4	9	0	4	7¾
155	3	3	117	9	4	272	12	7	2	3	7¾	0	8	7½	0	3	11½
247	17	6	208	10	6	456	8	0	2	15	3	0	9	0¼	0	3	3½
95	10	0	97	10	0	193	0	0	1	19	11	0	9	0¼	0	4	6½
101	14	0	94	0	0	195	14	0	1	8	4	0	6	0	0	4	2½
97	12	9	71	3	0	168	15	9	2	1	7	0	10	10¼	0	5	2½
191	1	6	150	10	0	341	11	6	1	15	0	0	6	8¾	0	3	10½
260	0	0	190	18	9	450	18	9	1	11	4½	0	8	7¾	0	5	6
139	15	0	126	7	6	266	2	6	1	12	0¼	0	8	7¾	0	5	5¾
108	7	6	145	12	6	254	0	0	1	19	4¼	0	8	1¾	0	4	1½
135	17	0	143	18	6	279	15	6	1	10	8½	0	8	11¾	0	5	10¼
205	0	10	147	3	10	352	4	8	2	19	10	0	9	2	0	3	1½
108	6	0	81	1	6	189	7	6	1	10	0	0	8	4	0	4	8½
238	1	8	222	11	8	441	4	4	2	16	11¾	0	12	2½	0	4	3½
189	0	0	143	0	0	332	0	0	2	15	8¾	0	11	3	0	4	0½
232	7	0½	186	9	2	418	16	2½	3	8	4¼	0	13	5¼	0	3	11¼
373	15	0	277	12	10	651	7	10	4	15	6½	0	13	6½	0	2	7¼
278	10	0	224	13	4	503	3	4	3	3	3¾	0	13	9	0	4	4¼
142	5	0	132	13	4	274	18	4	3	3	6¾	0	10	4¾	0	2	7¼
293	5	5¾	208	16	4¼	502	1	10	3	16	5¼	0	11	2½	0	2	11
86	12	8	69	18	0	156	10	8	3	11	11¼	0	8	0¼	0	2	2¾
315	16	8	203	4	6	519	1	2	4	0	1¼	0	10	9¾	0	2	7¾
68	8	0	51	6	6	119	14	6	2	6	3¾	0	10	7	0	5	0
303	9	10	261	5	4	564	15	2	3	3	9¼	0	8	4¼	0	2	7½
382	3	6	320	13	8	702	17	2	2	7	8	0	6	4½	0	2	8
432	15	6	342	10	4	775	5	10	2	0	4	0	8	4¼	0	4	1¾
91	15	0	74	18	4	116	13	4	2	12	5¾	0	8	8¼	0	4	4¼
154	10	0	154	0	0	308	10	0	1	16	0¼	0	7	4	0	4	0¾
351	16	1	278	2	2	629	18	3	1	10	8	0	6	7½	0	4	3¾
164	10	1	121	11	1	286	1	1	2	5	6¾	0	7	11	0	3	5¾
301	14	2	179	0	0	480	14	2	1	15	4¼	0	9	1½	0	5	1¾
457	8	6	347	18	0	805	6	6	1	17	5½	0	7	4	0	3	11
275	18	4½	200	17	8	476	16	0½	1	7	7½	0	6	4½	0	4	7¼
313	6	10	228	5	4	541	12	2									
7105	2	0¾	5682	18	11¼	12788	1	0	2	8	9½	0	9	8½	0	4	0
7418	8	10¾	5911	4	3¼	13329	13	2	Average.			Average.			Average.		

TABLE B.
NUMBER, AGE AND SEX OF SCHOLARS—NUMBER OF CHILDREN.

SCHOOL BOARDS.	Paid pupils.		Free pupils.		Total number of pupils.		AGE OF PUPILS				SEX OF PUPILS.				NO. OF PUPILS FROM 4 to 15.
	W.	S.	W.	S.	W.	S.	Under 8.		Over 8.		Male.		Female.		
							W.	S.	W.	S.	W.	S.	W.	S.	
1. Halifax city,	1035	1016	902	888	1937	1904	377	423	1517	1422	1053	1022	726	895	582
2. Do. East,	702	641	18	17	720	659	159	201	561	458	387	354	333	305	1206
3. Do. West,	1088	1341	158	171	1246	1512	277	392	972	120	652	848	574	704	958
4. Do. Shore,	289	497	28	35	317	532	68	173	238	356	175	283	142	243	369
5. Chester,	326	459	72	73	394	532	103	190	295	186	226	288	172	249	407
6. New Dublin,	385	240	39	37	424	277	72	91	353	186	235	136	189	141	407
7. Lunenburg,	816	659	168	121	984	780	187	227	797	553	593	417	391	563	922
8. Queen's,	582	812	109	133	691	945	133	297	558	648	423	441	268	504	25
9. Shelburne,	409	440	57	80	466	520	78	133	388	387	263	243	203	277	552
10. Barrington,	461	621	59	86	520	707	129	234	391	473	359	352	161	555	729
11. Argyle,	343	444	57	109	404	553	88	188	386	365	295	273	96	398	1323
12. Yarmouth,	845	962	191	285	1036	1247	78	427	958	820	801	581	235	666	2601
13. Clare,	302	334	80	78	382	412	46	77	336	335	222	182	160	230	1151
14. Digby,	711	1023	122	201	833	1224	81	291	752	933	569	581	264	643	655
15. Annapolis, West,	593	738	137	175	730	913	105	246	613	617	477	494	213	392	1046
16. Do. East,	899	966	125	139	1024	1105	138	267	866	785	560	495	258	610	1035
17. King's,	1972	1929	279	412	2251	2341	342	675	1909	1666	1555	1078	696	1263	2127
18. Hants, West,	901	1164	101	147	1002	1311	158	353	854	958	643	608	369	703	2093
19. Do. East,	773	831	21	54	794	885	153	274	520	601	404	444	274	441	818
20. Colchester,	1461	1553	98	145	1634	1797	232	508	1361	1289	958	900	676	897	1468
21. Stirling,	568	774	21	40	589	814	96	169	493	645	343	421	246	393	1027
22. Cumberland,	1171	1787	178	164	1949	1951	345	487	1604	1464	1099	1018	850	933	1171

23. Parrsboro',	209	332	14	23	223	255	53	73	163	178	111	131	109	124	468
24. Pictou, North,	1748	2280	108	170	1856	2450	268	617	1588	1833	1062	1296	794	1154	3039
25. Do. South,	2370	2580	119	168	2489	2257	384	740	2105	2017	1406	1514	1083	1243	2090
26. Sydney,	1592	1729	190	214	1782	1943	190	324	1592	1619	1093	1071	680	872	551
27. St. Mary's,	310	347	68	36	378	385	83	105	290	278	219	206	155	181	536
28. Guysborough,	589	624	131	146	720	796	122	215	598	581	413	410	297	360	1387
29. Inverness, South,	1267	1306	161	186	1428	1492	155	250	1271	1242	926	918	502	574	1684
30. Do. North,	715	781	81	66	796	847	118	166	678	681	493	556	303	291	1274
31. Victoria,	918	760	88	98	1006	858	113	159	893	699	593	487	413	371	1095
32. Cape Breton,	1785	1819	225	280	2010	2099	286	453	1724	1646	1197	1230	816	869	1078
33. Richmond,	745	750	293	279	1038	1020	167	259	871	770	559	542	479	487	1078
Total,	27723	26854	4693	4903	32636	31771	5110	9190	26203	23406	19341	18992	12746	17535	31781
	1147	1296	271	363	1418	1659	124	504	1294	1155	1023	763	395	896	3751
	28870	28150	4954	5266	4054	33430	5234	9694	27497	24561	20364	19755	13141	18431	35532

TABLE C.
DURATION OF SCHOOLS—SEX OF TEACHERS—CHARACTER OF SCHOOL HOUSE.

SCHOOL BOARDS.	Schools in weeks.		Sex of Teachers.				Common schools teaching classes.	No teaching of Geogra. & Grammar.	Registers kept.	School Houses.			Library Books.			School Books.			Apparatus.			
	W.	s.	Male.		Female.					Log.	Good.	Bad.	W.	s.	W.	s.	W.	s.	Globes.	Maps.	Black-boards.	Other apparatus.
			W.	s.	W.	s.																
1. Halifax City.	21	19	11	11	14	13	2	all	5	all	6	4	522	522	27	80	14	63	24	1		
2. Do. East.	20	22	0	10	0	5	1	all	0		9	5	220	239	247	230	2	143	15			
3. Do. West.	23	25	61	63	33	34	3	21	4		6	8	88	163	248	78	4	100	15			
4. Do. Shore.	22	19	7	10	5	9	0	9	9		18	3	107	102	64	229		100	7			
5. Chester.	21	24	6	9	8	11	1	6	8		all	2	55	64	165	134		25	4			
6. New Dublin.	19	20	11	4	8	10	0	9	2		10	2	46	12	76	74		9	5			
7. Lunenburg.	21	21	25	18	7	12	0	7	0		all	2	235	191	321	198		24	16			
8. Queen's.	21	22	15	5	9	31	0	11	2		all	4	368	224	230	200		4	40			
9. Shelburne.	16	22	12	6	7	16	0	12	4		16	4	135	137	56	102		2	26			
10. Barrington.	15	21	16	16	24	24	0	5	3		all	4	308	178	113	100		4	98			
11. Argyle.	15	18	15	8	1	16	0	12	0		7	1	42	44	271	176		2	48			
12. Yarmouth.	18	21	21	8	4	29	1	31	20		7		294	196	190	167		8	93			
13. Clare.	21	21	7	5	8	14	0	1	4													
14. Digby.	19	20	20	20	8	8	1	38	7			4	75	92	68	47		2	33			
15. Annapolis, West.	22	25	13	19	12	14	1	23	8			1	59	85	119	47		2	41			
16. Do. East.	21	23	22	16	9	23	4	10	10		26	8	105	91	170	97		3	57			
17. King's, West.	21	23	45	29	16	42	1	6	19			1	181	248	148	179		5	177			
18. Hants, West.	23	24	21	15	8	20	2	31	4			1	280	339	153	90		2	78			
19. Do. East.	21	21	12	8	6	13	2	20	1		1	8	109	87	121	109		1	75			
20. Colchester.	21	21	29	19	17	34	1	40	5		16	2	64	24	106	28		2	145			
21. Stirling.	20	23	8	11	6	8	0	18	0		all	3	126	130	100	75		3	71			
22. Cumberland.	21	23	38	87	24	23	2	53	13		4	1	241	199	111	146		4	78			

23. Parrsborough.	17	17	2	6	7	5	5	5	5		all	8	8	20	20	530	666		5	154	
24. Pictou, North.	20	21	88	41	8	20	8	78	132		57	4	55	6	382	356		2	95		
25. Do. South.	20	21	41	42	14	20	6	57	132		58	4	56	5	97	121		8	101		
26. Sydney.	22	20	40	39	14	28	7	26	4		49	18	all	2	82	172		9	81		
27. St. Mary's.	23	19	10	5	8	9	1	9			11	1	all		203	37		2	64		
28. Guysborough, South.	18	21	20	17	10	12	3	13			22	1	all	1	182	182		3	49		
29. Inverness, North.	23	22	42	42	7	9	3	34	10		10	6	all	1	104	116		2	85		
30. Do.	20	19	21	21	4	6	1	17	12		21	22	25	2	417	285			92		
31. Victoria.	22	21	29	24	3	3	3	23	12		5	29	62	2	302	248		2	74		
32. Cape Breton.	23	21	45	48	19	19	3	35	5		35	29	8	2	989	1048			19		
33. Richmond.	20	21	23	25	9	9	1	18	5		18	8	all	1	880	1048		2	47		
Total,	631	659	698	639	320	501	54	646	132		481	129	377	76	6131	5634		82	2261		
	670	701	726	652	332	544	55	678	156		484	129	384	6425	6330	6060	4468		85	2354	

Average duration of each school, 9 months, 3 1-11 weeks.

TABLE D.
ABSTRACT OF GRAMMAR SCHOOL RETURNS.

SCHOOL BOARDS.	TEACHERS.	Number of pupils.		Average attendance.		No. of pupils in branches.		Support from district.		Support from province.		Globes.	Maps.	Brk board.	Branches taught.	
		W.	S.	W.	S.	W.	S.	£	s.	d.	£					s.
1. Halifax city,	James Davison,	66	66	20	27	12	12	120	0	0	24	7	6	8	1	Classics & Mathematics
2. Do. West,	John Miller,	65	85	45	60	16	30	102	14	5	24	7	6	8	2	do.
3. Do. East,	David Laird,	66	58	37	32	23	21	45	0	0	47	9	10	6	2	do.
4. Do. Shore,	None.															
5. Chester,	Rev. R. Payne,	32	27	30	21	13	13	48	0	0	24	7	6	7	1	do.
6. New Dublin,	Hinkle Condon,	74	75	54	48	10	11	104	0	0	25	0	0	6	1	Latin & Mathematics.
7. Lunenburg,	William Lawson,	42	39	32	34	12	12	80	0	0	25	0	0	2	set	Classics & Math.
	Nicholas Smith,	73	46	22	27	25	20	100	0	0				2	6	Latin & Math.
8. Queen's,	Joseph Tays,	68	42	42	35	12	10	45	5	0				1	18	Classics & Math.
	John Hood,							40	10	0				2	12	Latin & Math.
9. Barrington,	William Richan,	46	30	25	35	15	9	43	13	2½	23	15	0	7	1	do.
10. Shelburne,	James Doane,	44	30	30	35	15	15	23	0	0	11	17	6	6	1	Mathematics.
11. Argyle,	James Munroe,	36	35			10	11	74	0	0	23	15	0	11	1	Latin & Math.
12. Yarmouth,	None.															
13. Clare,	George Christie,	83	34	33	26	18	18	77	10	4½				2	7	Classics.
14. Digby,	William Laudet,	38	38			16	15	120	0	0	41	13	4	1	8	Latin, French, Math.
15. Annapolis, West,	Geo. Munroe,	83	90	46	50	12	12	100	0	0	25	0	0	2	6	Latin & Math.
16. Do. East,	A. J. McLeod,	40	50	33	43	17	13	96	0	0	35	0	0	2	3	Classics & French.
	William Shipley,	51	39	33	33	13	11	61	10	0	25	0	0	1	3	Classics & Math.
	Joseph R. Hea,	52	48	36	37	30	30	200	0	0	26	10	0	2	22	do.
	Wm. Summerville,	56	38	38	48	12	10½	48	12	10½	12	10	0			do.
	John Moser,	41	23	23	9	9		37	10	0	12	10	0	7	2	do.
17. King's,	Jonathan Borden,	50	21	21	12	12		40	0	0	12	10	0	10	1	Mathematics.

18. Hants, West,	Silas Tupper,	57	29	41	16	8	8	42	10	0	12	10	0	7	1	do.	
19. Do. East,	Robt. O. B. Johnson,	40	62	26	31	8	8	45	0	0	12	10	0	3	1	do.	
20. Stirling,	George Gibson,	46	42	25	22	13	13	36	0	0	12	0	0	5	1	Latin, French, Math.	
21. Colchester,	Benj. Curran,	70	49	26	30	27	21	105	0	0	31	13	4	4	3	Classics & Math.	
	Geo. F. McDonald,	40	46	35	33	14	12	68	6	8	31	13	4	2	2	Classics.	
	Robt. Logan,	70	59	35	40	16	16	105	0	0	31	13	4	12	2	Latin & Math.	
	None.																
22. Cumberland,	Donald McCauley,	50	72	26	55	15	9	70	0	0	18	15	0	1	1	Latin & Math.	
	Donald McKay,	44	35	26	26	12	11	45	0	0	18	15	0	2	2	do.	
	Israel Blair,	45	42	25	18	17	17	30	0	0				1	1	Mathematics.	
23. Parrsboro',	Jacob McLellan,	46	55	20	22	16	17	115	0	0	28	10	2	12	1	Classics & Math.	
24. Pictou, North,	Alex. Falkener,	58	40	36	33	11	10	25	0	0	6	16	10	10	1	do. & French.	
	Thos. Cumming,	73	60	38	25	18	11	20	0	0	12	16	8	5	1	Classics, French, Math.	
	Thos. Harrison,	38	40	24	36	12	10	40	0	0	23	1	8	1	1	Math. & Chemistry.	
25. Pictou, South,	Alex. Fraser,	46	47	20	19	12	13	95	0	0	33	7	6	12	1	Classics, French, Math.	
	Daniel McDonald,	38	35	24	20	10	10	40	0	0	30	6	6	2	1	Classics & Math.	
	John McDonald,	43	47	24	20	10	10	40	0	0	33	1	3	5	1	do.	
26. Sydney,	Andw McGilvray,	43	41	23	28	10	10	44	3	0	30	2	4	2	2	Latin, French, Math.	
	John McLellan,	45	28	16	13	18	8	48	0	0	18	16	8	8	1	Classics & Math.	
	Matthew G. Henry,	33	50	23	32	12	12	17	10	0	26	3	10	7	1	Mathematics.	
27. St. Mary's,	John Forbes,	54	44	17	23	12	12	47	6	6	8	4	3	10	3	French & Math.	
28. Guysborough,	Thomas A. Taylor,	41	40	21	24	10	10	40	0	0	8	4	3	16	1	Mathematics.	
29. Inverness, North,	John McEachern,	41	44	21	27	10	10	40	0	0	30	15	4½	7	1	Classics & Math.	
	Lewis Murray,	59	45	40	30	11	10	43	1	9	31	8	2½	10	1	Latin, French, Math.	
30. Do. South,	Edward Blanchard,	24	34	30	27	10	11	40	0	0	40	0	0	9	1	Latin & Math.	
	Alexr. Farquharson,	80	47	30	27	7	6	22	10	0	50	0	0	8	1	Do. & Chemistry.	
	Donald McKae,	41	38	31	27	14	15	47	0	0	50	0	0	9	1	do.	
31. Victoria,	John Fraser,	36	34	24	27	12	13	40	0	0	50	0	0	7	1	do.	
	John McLeod,	20	21	19	19	9	9	75	9	0	50	0	0	1	2	Math. & Chemistry.	
32. Cape Breton,	William H. Waddle,																
33. Richmond,	William Hudson,																
Total,		2192	1966	1188	1166	596	535	3038	13	9½	962	1	1	39	34	0	70

PART 2.

The committee on education report—

The able report of the superintendent of education exhibits the progress of education in the province during the past year.

The advancement of the general education of the country is on the whole satisfactory. The normal and model schools are in active and efficient operation. The reports of the trustees of the Pictou academy, and of the Baptist education society, have been received, and shew the educational institutions under the care of both of these bodies to be energetic and effective. No other of the colleges or academies receiving provincial aid having reported to the house.

The committee recommend the sale in such manner as may be sanctioned by the government, of the land purchased in connexion with the normal school establishment, which lies to the southward of the rail road; and that the proceeds be invested in the erection of a dwelling house for the superintendent, under such restrictions as shall ensure the limitation of the expense within the amount produced by the sale of the land—to be approved by the government.

The committee recommend an alteration in the law for entitling graduates of colleges, on the production of their diplomas, to receive licenses to teach, without examination, so far as scholarship is concerned.

On the petition from Whycocomah, the committee recommend an alteration in the law by which the grammar school fund, in the county of Inverness, may be divided among four grammar schools, complying with the conditions of the law.

The committee approve and recommend the payment by the school commissioners of Clare of one year's allowance to Michael McLaughlin, withheld from him, and which the commissioners represent to be, in their opinion, justly due to him, and for which they have reserved funds.

The committee have investigated the case of the Montegan school—examined the petition and written statements exhibiting the views on both sides—have heard the case as stated by the honorable member for Digby, Francis Bourneuff, esquire, and the explanation from personal observations of the superintendent of education.

The committee adopt the view of the superintendent, that the difficulty has arisen from the law not having been observed which regulates the appointment of trustees and the establishment of schools under them. The committee recommend that the law be carried into operation this spring; and that the superintendent on his first annual visit to Clare, assist by his council and influence in the removal of the existing difficulties, and the restoration of unity of action and feeling.

The committee recommend the grant of £10 to the colored people of Bridgetown, for assisting in completing the school house, in lieu of the ordinary grant to them of assistance for seed potatoes. And the sum of £10 granted in 1858, for the relief of the colored population in the county of Shelburne, and undrawn, the committee recommend to be appropriated in aid of the schools of the colored people at Port la Tour and Birch Town, in that county.

The committee recommend the usual grant of £50 to the Ladies' managers of the infant school at Halifax, for assisting that benevolent and useful institution.

A majority of the committee recommend the appropriation of £100 annually, with £50 from the grammar school fund of the county of Cape Breton, now directed to the support of a grammar school in the town of Sydney, for the support of an academy in that town, on condition that the requirements of the 20th section of chapter 60 of the revised statutes be observed; that two qualified teachers at the least be constantly employed; and that £70 annually, be raised from contributions and school fees; and that the grammar school at North Sydney be not affected nor its funds impaired.

The

The committee do not recommend the prayer of the petitions from New Glasgow, in the county of Pictou, and Stirling, in the county of Colchester, for revision of the scale in which school monies in those counties are divided.

The committee believe a more general revision would be proper, and that until a new census is taken, it is not advisable to interfere with the existing arrangements.

A majority of the committee do not recommend Dr. Ilea's petition, believing his school to be of deservedly high character and worthy of encouragement, they yet cannot recommend a precedent to be renewed which it has been found necessary to abandon from the impossibility of restraining its influence within any defined limits.

A majority of the committee do not recommend the prayer of the petition of Alexander Chisholm, for aid in publishing a mechanical scale for educational purposes.

The committee recommend the free grant of 100 acres of crown land to the following school teachers, who have been employed for 40 years in their useful and laborious vocation, viz :

Samuel Kirkpatrick—certified by the honorable member for Horton, Dr. Brown.

John Thomas—certified by the honorable member for Windsor, Mr. Howe.

Michael John Tucker—certified by the honorable member for Colchester, Mr. Archibald.

John Thomas Power—certified by the honorable member for Cumberland, Mr. MacFarlane.

The committee cannot recommend the prayer of the petition of Dennis McGrath, John Cameron and Thomas Carmichael, aged school teachers, for free grants of land, unless they shall be able to establish to the satisfaction of the commissioner of crown land, the fact of having taught school within the province for 40 years—in which case the committee consider they will have brought themselves within the established rule, which at present they have not done, and be then entitled to the free grant of 100 acres of crown lands.

The copies on hand of Mr. Hugo Reid's geography, the committee recommend to be distributed by the superintendent of education among the schools throughout the province.

The following sums the committee recommend to the consideration of the house.

£15 for premium of insurance on buildings of normal and model schools.

£16 for postages and packages for 1858, omitted.

£19 10s. for do do 1859.

J. W. JOHNSTON,
EDW. S. BROWN.
JOSEPH HOWE.
W. YOUNG.
A. C. McDONALD.
A. G. ARCHIBALD.
JOHN TOBIN.
C. TUPPER.

NOTE.—Since the report was put in, the returns for King's college, St. Mary's college, Sackville and Free Church academies, have been laid on the table of the house.

J. W. J.

36. (c.)

ST. PETER'S CANAL.

(COPY.)

Halifax, N.S., July 16th, 1858.

SIR—

Agreeably to your request, having accompanied his excellency the lieutenant-governor and yourself in the latter part of last month in an inspection of the work on the St. Peter's canal, and having made a survey with a view to determine the probable cost of completing the work, I have now the honor to submit the following report :

To any one who looks at a map of the Island of Cape Breton and sees the position and extent of its inland waters, and the circuitous navigation required to reach ports on the seaboard, a canal across the isthmus of St. Peter's would naturally suggest itself.

The entrance to these inland waters is from the eastern side of the island, through two navigable channels which are separated by Boularderie Island 25 miles in length. At the head of this island we enter the Little Bras d'Or lake, $11\frac{1}{2}$ miles in length and 7 in width, which, at its western end, connects by Barra Straits with the Great Bras d'Or, which has an extreme length of 47 miles, and a greatest width of 15 miles—both lakes having numerous bays and inlets. Crossing the Great Bras d'Or in a southerly course 18 miles, and tracing one of these inlets through a narrow and winding channel known as the "Narrows," for six miles, we reach the isthmus of St. Peter's on the western side of the island.

These lakes, bays and inlets, cover an area of about 500 square miles, they have a shore line of over 400 miles, not including Boularderie and other islands, which would add 100 miles more. They divide Cape Breton nearly in two, the width of the isthmus, from the waters of the Bras d'Or to St. Peter's Bay, being less than half a mile.

The Bras d'Or lakes afford good navigation and sufficient depth of water until we reach the Narrows, and these are easily navigated by steam, but as the channel changes in its course from south-east to south-west and west, and at one or two places, is not more than 250 feet wide, with two and a half to 3 fathoms of water, it requires a change of wind for sailing vessels to get through, unless with northerly or southerly winds. St. Peter's Bay, on the other side of the isthmus, is of comparatively easy access with a good depth of water; there are some rocks and shoals, however, which would require to be buoyed out, to make the navigation safe as a general thoroughfare.

For all vessels bound from Sydney to the westward of Cape Canso, the canal would effect a saving of thirty to thirty-five miles in distance, and for vessels taking their departure from Barra Straits, which are situated near the centre of the island, and of the Bras d'Or Lakes, there would be a saving of 130 miles. To make the entire circuit by water, from one side of the isthmus to the other, by passing round Scattarie, the distance would be 200 miles.

In 1825 a survey was made by Francis Hall for a canal 21 feet wide at bottom and 12 feet depth of water, which he estimated to cost £17,150 4s. 5d.

In 1851 C. W. Fairbanks made a survey, and offered to construct a canal for £10,000.

In 1853 a survey was made by Captain P. J. S. Barry, who had also borings made at several places. His estimate for a canal 22 feet wide at bottom, with 13 feet depth of water, was £17,751 4s. 0d.

Capt Barry's plan was adopted, and the work commenced, under the direction of commissioners, on September 7th, 1854, and excavations were made by days' work, before the close of the season, amounting to 12,266 cubic yards. The following year the earth work was let out to John McLeod at 1s. 1d per cubic yard, and by the returns made that year he performed work to the amount of 39,600 cubic yards. In 1856, to
September

September 7th, at which time the work was suspended, 20,014 cubic yards were removed, making the total amount of excavations done to that date, 71,880 cubic yards.

In September, 1856, William H. Talcott examined the work and made a full report on its condition, to which I would respectfully refer you for matters of detail. His estimate of the sum required for its completion was £34,000.

The cash expenditure up to the present time on account of the canal, as taken from the books of the receiver general is as follows :

Expended in 1854,	£1508	9	2
“ 1855,	3060	0	0
“ 1856,	1550	0	0
“ 1857,	142	12	6
	£6261	1	8

The work as laid out and estimated upon embraces a cutting of 2,400 feet in length, a lift-lock, and tide-gates, at St. Peter's Bay, and guard-gates at the Bras d'Or—also a draw-bridge for the main post road leading to Sydney. The excavation which has been done is on the top or surface of the cutting, and varies from 1 to twenty feet in depth, and extends over the greater portion of the line. The excavation remaining to be done averages 40 feet in depth for 2000 feet in length—the greatest depth on the centre line being 55 feet, but the slopes in some cases, from the canal being along the foot of a steep side hill, run as high as 100 feet.

Captain Barry and Mr. Talcott made their estimate of the earth cuttings on slopes of $1\frac{1}{2}$ horizontal to one perpendicular, and of rock at two inches horizontal to one foot perpendicular. The cutting taken out, however, at $1\frac{1}{2}$ to 1, have, in some cases, slid down, particularly on the north side of the Canal, and assumed a slope of about $1\frac{3}{4}$ to 1, and as there will be more liability to slip as the excavation is carried deeper, I have allowed in the estimate for making the slopes 2 to 1, on about one half of the length of the canal; I have also allowed for the rock having a slope of three inches to a foot.

Mr. Talcott estimates the rock excavation under water at 5s. per cubic yard. I am satisfied, however, from the nature of the rock and quantity of water now in the cutting, that it will cost more. The use of a steam engine will probably be required to pump water, and a dredging machine will also be required to clear out the entrance at both ends of the canal. On these accounts, and from allowing somewhat larger prices for the other work, my estimate, which will be found annexed, marked A, largely exceeds those heretofore made—It sums up £52,140. Mr. Hall allowed 1s. 3d. per cubic yard for excavation; Mr. Fairbanks 4d.; Capt. Barry 9d.; and Mr. Talcott 1s. 9d. for earth and 5s. for rock. I have allowed 2s. for earth and 5s. to 7s. 6d. for rock. The actual cost of the earth work done up to the present time is about 1s. 9d. per cubic yard. No works are more uncertain in their cost than canals of this character, as no alteration can be made of the bottom level, whatever may be the difficulties encountered.

But even the above sum may be considered moderate, and as within the ability of the province, if there was business to be accommodated or resources to be developed commensurate with the cost. It therefore becomes important to enquire whether the present or prospective business of the Bras d'Or Lakes will justify this expenditure.

Cape Breton, by the census of 1851, contained 54,878 inhabitants, or say one-fifth of the whole population of the province, of which one half are supposed to be nearer the Bras d'Or Lakes than the external shores of the island, and would therefore have an interest in the construction of the canal. A large number of the population are both farmers and fishermen, but, as usual in such cases, agriculture is neglected, and, notwithstanding the soil along the shores of the lake is generally good, much of it is limestone land, and capable of producing all the ordinary grains cultivated in northern latitudes, the inhabitants scarcely raise enough for their own consumption. The farms are generally of about 200 acres, of which 40 to 60 may be cleared, but as a general rule

rule, not more than 10 to 20 is under cultivation, and this, from neglect and want of skill in farming, produces but little.

Fish abound in the lakes, and form a main article of consumption, but do not appear to be a source of much profit—the export being quite limited, indeed herrings form one of the leading articles of importation into the Bras d'Or. Cattle, sheep, potatoes, and oats, which are raised beyond the home consumption, find a readier and better market in Newfoundland and the French Island of St. Peter's than they would at Halifax or to westward, and for this trade the canal would afford but little additional facilities.

Butter, some spars, and ship timber, are about the only articles now sent to the westward, finding a market at Arichat.

Of the timber in the vicinity of the lake much of the best has been cut down or destroyed, that which remains consists mainly of birch, beech, and other species of hardwood. Pine is only found in a few places, and is by no means abundant.

The export of lumber abroad, which in former years, was considerable, has now nearly ceased; and ship-building also, from the growing scarcity of timber, is carried on but to a limited extent.

Cordwood could be shipped advantageously for the supply of Arichat and other markets.

Gypsum and limestone are abundant, the former quite convenient for shipping, as vessels may approach close to the quarries. The canal would shorten by some 130 miles the distance to market. It must not be forgotten, however, that gypsum is found in inexhaustible quantities in the Basin of Minas, at the mouth of the Shubenacadie river, and at Windsor—one hundred and fifty miles nearer to market in the States than the Bras d'Or lake. It is also found in the Island of Madame, the Gut of Canso, at Plaister Cove, and other places, and it is the freights that regulate the price and consumption, the first cost of the article being trifling, it could only be shipped from the Bras d'Or to advantage when freights to the States were lower than from the Bay of Fundy.

The productions then seeking a western market are not at present extensive, and would go but a short way towards paying the interest on cost and expenses of maintaining the canal, which in the aggregate would not be less than £4600 per annum.

But it is claimed that the vessels engaged in the Sydney coal trade would use the canal if constructed, as they would thus avoid passing round Scattarie, where the currents and winds are very unfavorable, and frequently protract the voyage. In the mouth of the bay or entrance to the Gulf of St. Lawrence, off Scattarie, the current during and after north-easterly winds is sometimes three miles an hour, and ordinarily $1\frac{1}{2}$ or 2 miles, so that vessels rarely attempt to beat up against a wind. The actual distance saved by vessels in passing through the Bras d'Or and canal, instead of going round Scattarie, would be about thirty miles.

The Bras d'Or route, however, is by no means free from objections, and it is the opinion of some of those most deeply interested in the coal trade that sailing vessels, and there are none other from Sydney Mines, would rarely use it. The chances of delay at the Narrows, or expense of towage, canal tolls, and fogs in St. Peter's Bay, neutralizing the saving in distance, unless when from prospect of head winds continuing on the outside passage, they might in going to Sydney occasionally use it. In returning the prevailing winds and currents are in favor of the outside passage.

Finding then that neither the local business nor the coal trade would afford a certain and reliable support for the canal at present, the question is suggested whether the business of the Bras d'Or could not be accommodated by other and less expensive means.

A marine railway, adapted for hauling over the boats which are now used on the lake would not be attended with much expense, and would give the means of easy access to Arichat and other places in Chedabucto Bay. The cost of constructing a railway for this purpose with an inclination on each side rising one in thirty, would be, say £6320, as per estimate annexed marked B.

By means of such a railway, boats with their cargoes weighing two to five tons could be taken across the portage by the power of two horses or oxen, and at an expense of not exceeding six pence per ton—for allowing boats with their loads to average only two tons—one man and two horses at a cost of fifteen shillings per day, could easily make eight trips each way, which would give $5\frac{2}{3}$ pence per ton. But to allow for the passage of return boats empty, and keeping the works in repair, say the charge was made one shilling per ton—this would give less than a penny on a hundred weight of fish or butter. Spars which are now mostly rafted up the lake, hauled across the portage by horses and again rafted to Arichat, could be taken across for one shilling per ton. Ship timber, knees, plank, &c, also might be advantageously carried across in this way, the expense of crossing the portage amounting to one shilling per ton, or two shillings per thousand feet, board measure, but of course with these there would be an additional expense for transhipment.

All the excavations made for railway would be so much work accomplished towards the completion of the canal. The rails also, in the event of its being determined to go on with the canal, could be advantageously used for facilitating its construction, and in the meanwhile some advantage would be derived from the expenditure already made.

That the canal will be eventually completed, I think scarcely admits of doubt, but to be remunerative, useful, or beneficial to any great extent, there must be business or trade pass through it. The agricultural and other resources of the country must be more fully developed. It is not the want of the canal, or of access to market, that prevents this at present, for Newfoundland as already stated, is for most of the surplus from the Bras d'Or, a better market than any to the westward—but rather the lack of enterprise, industry, and knowledge amongst the people—and in my opinion the railway, in connexion with a regular means of communication through the lake and St. Peter's Bay, by steam or otherwise, connecting Sydney, Baddeck, St. Peter's, Arichat, and Guysborough, would be more likely to effect a change in this respect, and develop the latent resources of the country than a canal. The markets of both Sydney and Arichat would be opened for their fish, butter, poultry, mutton, and other products.—Two steamers like the one now used on the lake from Sydney to Baddeck could be run daily for twelve months at less than the annual interest on the cost of the canal.

I submit these views as the result of my own inquiries and observation with all deference, knowing that more sanguine expectations, and more flattering views of the benefits to be derived from the immediate construction of the canal, are entertained.

Accompanying this report are a plan and section of the canal and railway.

I have, &c.

JAMES LAURIE, C. E.

To the hon. CHARLES TUPPER, M. D. provincial secretary.

A.

Estimate of cost of completing the canal.

216,000 cubic yards of earth excavation, at 2s.,	£21620	0	0
25,800 do rock excavation, at 5s.	6450	0	0
11,000 cubic yards of rock under water, at 7s. 6d.	4350	0	0
Lift lock, tide and guard gates,	7500	0	0

Retaining and slope walls,	£1000	0	0
Two draw or swing bridges,	500	0	0
Coffer dams, pumping water and dredging,	6000	0	0
	<hr/>		
	£47,400	0	0
Contingencies and superintendence, 10 per cent.	4,740	0	0
	<hr/>		
Total,	£52,110	0	0

B.

Estimate of cost of constructing railway.

30,000 cubic yards of earth excavation, at 2s,	£3,000	0	0
2,400 cubic yards of rock excavation, at 5s.	600	0	0
Road bridge,	175	0	0
Landing slips,	200	0	0
	<hr/>		
	£3,975	0	0
60 tons iron rails, at 13 <i>l</i> .	780	0	0
4 tons chairs and spikes, at 20 <i>l</i> .	80	0	0
1400 sleepers at 2s. 6d.	175	0	0
Laying rails, ballasting, &c.	350	0	0
	<hr/>		
	1385	0	0
3 cars, for boats, produce, and lumber.	200	0	0
Barn, &c.	100	0	0
Two horses or oxen and harness,	60	0	0
Superintendence and contingencies,	600	0	0
	<hr/>		
Total,	£6,320	0	0

No. 37.

FOG SIGNALS.

(COPY.)

No. 27.

Downing street, 11th December, 1858.

MY LORD—

With reference to the previous correspondence noted in the margin, relative to maintenance of signal stations in Nova Scotia, I transmit to you, herewith, the copy of a letter from the war department respecting the firing fog signals from Sambro island.

I have, &c.

(Signed)

E. B. LYTTON.

Lieut.-governor the right hon. the EARL OF MULGRAVE, &c. &c.

Sir

SIR BENJAMIN HAWES TO MR. MERIVALE.

(COPY)

Halifax.—103.

War Office, 4th December, 1858.

SIR—

Adverting to the communication from this office, of 22nd September, 1857, (Barbados, 6, 41,) relative to the discontinuance of grants from army funds for maintaining signal stations in Nova Scotia, I am directed by secretary Major-General Peel to acquaint you, for the consideration of secretary Sir E. Bulwer Lytton, that the vice admiral commanding on that station has represented the desirableness of maintaining the practice of firing fog signals from Sambro island

As, however, it must be accepted as a general principle that the provision of safeguards for a coast, whether harbors of refuge, light houses or fog signals, devolves properly on the government of the country of which that coast is a part, major-general Peel is of opinion that the imperial government does all that can be expected of it, and even more, when it provides artillerymen to fire the fog guns, and consequently that all other expenses connected with the signals, should be defrayed by the government of Nova Scotia. I am therefore to request that you will move Sir E. Bulwer Lytton to communicate with the colonial authorities upon the subject, in order that they may provide the necessary funds.

I am to add that there are other places, not specially reported upon, within the Nova Scotia command, from which fog signals are occasionally fired, and that those places will of course fall under the same general rule.

I am, &c.

(Signed)

B. HAWES.

No. 38.

TRADE AND MANUFACTURES.

The committee on trade and manufactures having considered the various matters referred to them, beg to report as follows :

Your committee do not recommend to the favorable consideration of the house the following petitions, severally asking a return of duties paid by the petitioners, viz :

Chambers Blair & Co. for return of duties on muslin collars.

Garland Cox & Co. for return of duties on machinery.

John Sheridan, for return of duties on diving apparatus.

John P. Thompson, for return of duties on machinery.

Chambers & Blanchard, for return of duties on tea.

Silas Kellum, for return of duties on carding machine.

Joseph Thomas, for return of duties on mill machinery.

Avery B. Piper and others, for return of duties on church bell.

Levi and Edward Curry, for return of duties on machinery.

Magee Brothers, for return of duties on steam machinery.

Your committee have also considered the petition of W. S. Symonds & Co., asking a return of duties paid on stoves and other merchandize destroyed by fire, but they cannot recommend the same to the favorable consideration of the house.

Your committee have had under their consideration the petition of Thomas Robson, praying for an extension or renewal of the letters patent for his invention of a fog bell, granted to him in the year 1852; but as the term of his present patent will not expire until the year 1866, your committee do not feel themselves called upon to recommend the prayer of petitioner.

On

On the petition of certain merchants, traders and other inhabitants of the counties of Annapolis and Digby, praying to be relieved from the advalorem duties now paid by them on the vender's invoice of British goods imported from the province of New Brunswick, instead of on the original invoices of such goods, your committee do not recommend any alteration in the existing law on that subject, and are of opinion that a uniform system of collecting the duties should be strictly adhered to.

Your committee have considered the petition of Simon D'Entremont and other inhabitants of Pubnico, asking the imposition of a duty on fish imported from the French possessions of St. Pierre and Miquelon; but as this is a subject for imperial legislation, your committee do not feel themselves in a position to entertain the prayer of the petitioners.

Your committee cannot recommend to the house the prayer of the petition of certain inhabitants of the county of Digby, asking for the passage of a bill giving a lien for wages to all persons employed in the construction of vessels built in this province, as they deem such legislation to be at variance with the laws which govern such subjects.

Your committee have had under consideration the petition of merchants and others engaged in the sale and exportation of sugar, praying for an increase in the tare now allowed on that article; and they recommend that the tare should be increased to twelve per cent., in order to assimilate the same to the rate of tare now established in Canada and the United States of America.

The petition of certain merchants, shipowners, and other inhabitants of the city of Halifax, praying for the passage of an act to authorize the imposition of a tax of five shillings on steamers and other vessels entering that port from ports out of the province, for the purpose of defraying the expense of re-establishing and keeping up the signal station, has been carefully considered by your committee, and as they are of opinion that the establishment in question has had and will continue to exercise an important influence in preventing frauds upon the revenue, they strongly recommend that the provincial government be authorized to guarantee to the proper authorities the sum of two hundred and fifty pounds sterling annually, being the sum necessary to keep up the signal station; and that a tax of five shillings be imposed for each entry into the port of Halifax of steamers and other vessels from ports out of this province, in order to defray such expenditure.

Your committee have also considered the petition of John Gumb, praying to be reimbursed the sum of forty-five pounds in province notes, destroyed by a fire which consumed the petitioner's dwelling in June last, and as the proof adduced was sufficient to satisfy your committee of the truth of the statements contained in the petition, they recommend that the sum of forty-five pounds be granted to the petitioner to reimburse him the loss he has sustained by the destruction of such notes.

Your committee have had under consideration the present system of licensing distilleries, and the duty now levied upon rum, and while they are not at present prepared to recommend any change on that duty, they feel that it is a subject which should engage the serious attention of government during the recess.

Your committee recommend the passage of the bills to regulate the currency, and to establish a decimal system of weights, as they consider it a matter of considerable importance that such decimal system of currency and weights should exist in this province. All which is respectfully submitted.

JOHN TOBIN, Chairman.
JOSEPH HOWE,
GEORGE McKENZIE,
B. WIER,
JOHN CAMPBELL.*

Committee room, March, 1859.

* Except the five shillings on vessels entering the port of Halifax.

The undersigned cannot agree with the report referring to the petition of Simon D'Antremont. Viewing the enormous bounty given by the French government, the free introduction of the productions of their fisheries into our province, must result in the serious injury of our fishermen, and through them the interests of the whole province; and I believe it to be the duty of the legislature to place a duty on fish, the production of France, as the most direct and speedy method of bringing the subject to the notice of the imperial government, if it should appear that it alone can give us a remedy to protect us from the competition.

B. WIER.

No. 39.

RETRENCHMENT.

The committee appointed to consider what reduction, if any, could be made in the legislative and other expenses, report as follows:

That the average time of the legislature being in session since 1848, inclusive, has been 76 days; the longest 93, in 1848; shortest 68, in 1854. The expenses have increased as follows:

1852, including extra session,	£5847
1853,	5560
1854, including extra session,	9148
1855,	6966
1856,	10196
1857,	10666
1858,	11608

A large addition was made in 1854 by paying the legislative council, and in 1856 by changing to daily pay. We are of opinion that a fixed sum will tend to shorten the terms, and recommend sixty pounds as the pay for members of the legislature for the present session. We do not recommend any reduction in the officers and clerks of the house, those persons having been doing duty as heretofore expecting their usual pay.

The contingencies of the house and council appear to your committee to be large. They being made up of so many items, must be left to the committees to whom the bills are referred to be made right, trusting they will exercise the most rigid economy.

The postage account of the legislature is yearly increasing, and we have every reason to believe that the franking privilege is abused; but having granted it for this session, individual members are alone responsible for the abuse; and we must leave the next house to deal with it as they may think proper.

Revenue expenses are a very large item, viz:

	Whole expense.	Halifax.	Outports.
1856,	£9442	£6099	£3322
1857,	9471	5989	3481
1858,	10473	6026	4447

Increase being in the outports, it having become necessary to increase the number of collecting ports and seizing officers. We think that no reduction can be made at the outports. In Halifax we think the amount large, but whether the staff of officers could be reduced with due regard to the public service, we are not prepared to state, that being a matter for the government. We do not think the salaries of these officers too high.

The

The salaries of the heads of departments appear high, but taking into consideration the uncertain term on which they are held, and the great expense of running elections, we consider it a consequence of the system rather than a desire of the legislature to pay extravagantly for any service.

Every thing connected with the railroad being before a committee of the house, we have not gone into the consideration of that subject, but would respectfully suggest to the house (the railroad being now about completed for a time) whether it would not be advisable to unite the board of works and the railway board in one department, thereby saving considerable expense.

All of which is respectfully submitted.

THOMAS KILLAM, Chairman.

Committee room, March 14, 1859.

No. 40.

FISHERIES.

The committee on the fisheries beg leave to report that they have considered all the papers referred to them, and have arrived at the following conclusion:

On examining the returns of inspectors of pickled fish submitted to them, they have ascertained that the following counties only have made returns, viz: Halifax, Lunenburg, Queen's, Yarmouth, Digby, Shelburne, Guysborough, Sydney, Richmond, Cape Breton, Inverness and Victoria, and that the other counties have made no returns.—From the general abstract, the committee find that the following number of barrels of pickled fish has been inspected in the above named counties during the last year, viz: Salmon, 3180 barrels—mackerel, 52,910 barrels—herrings, 83,610 barrels, and alewives, 9820 barrels.

Your committee have had under consideration the petition of John Churchill, and other inhabitants of Carlton, in the county of Yarmouth, on the subject of the river fishery regulations; and also the petition of James A. Hatfield, and other inhabitants of Tuskent, on the subject of the erection of weirs on that river; but they are of opinion that the laws now in force are quite sufficient to enable the sessions to make regulations on the subject, and they consider that body the most competent tribunal to decide on the subject matter of those petitions.

The petitions of inhabitants of Westport and Long Island, in the county of Digby, complaining of the system of set line or trawl fishing adopted by American fisherman in that vicinity, have been carefully considered by your committee, but as they are of opinion that any enactment of the legislature of this province would be ineffectual to cure the evil complained of, your committee recommend that the subject be brought by the provincial government to the notice of the two commissioners now engaged in defining certain matters in reference to the fisheries, with a view of an arrangement being made with the government of the United States of America, to do away with the grievance complained of by the petitioners.

It has been brought to the notice of your committee that large quantities of fish have been imported into this province from the French island of St. Pierre, greatly to the prejudice of our fishermen, as in consequence of the large bounty paid by the French government to that branch of industry, our fishermen are unable to compete with them; and as the French fishermen do not exchange commodities, but take only specie in
return

return for their fish, your committee would recommend the imposition of a duty on all fish caught and cured in foreign countries which do not reciprocate with this province.

All which is respectfully submitted.

JOHN RYDER, Chairman.
HENRY M'ARTELL,
FRANCIS BOURNEUF,
JOHN LOCKE,
BENJ. RYNARD,
B. WIER,
PETER SMYTH.

Committee room, March, 1859.

No. 41.

RIVER FISHERIES.

The committee to whom was referred the petition of Thomas Horne, of Shubenacadie, praying for payment of the sum of thirty-two pounds ten shillings, as remuneration for his services as deputy warden of fisheries for the River Shubenacadie, in the county of Halifax, and for the erection of fishways—having considered the same, beg to report as follows :

That the petitioner was appointed a deputy warden by John Thomas Lane, Esq., chief warden for the county, under a commission duly issued under the hand and seal of that gentleman.

Your committee have no reason to doubt that the services upon which the claim of the petitioner is founded, were fairly performed, but as he states that Mr. Lane informed him "that he would be paid for his loss of time and any other expense incurred in the execution of his duty," they are of opinion that he could not have supposed at the time of his taking office that his remuneration was to come from the provincial funds. Under the statutes of this province, the wardens have the power of compelling all proprietors of dams or other works on the various streams of the province, to construct fish-gates to their satisfaction at their own expense, and as the fines arising from breaches of the river fishery laws were under the statute to be appropriated to the use of the wardens, and no person is bound to accept the office of deputy warden, or if he does so runs his own risk of being remunerated, your committee cannot recommend the granting the prayer of the petitioner.

A. C. McDONALD.
JOHN LOCKE.

19th March, 1859.

No. 42.

INLAND NAVIGATION COMPANY.

The committee to whom was referred the petition of the inland navigation company, having carefully considered the facts therein set forth, and having traced the history of the company as disclosed in the public documents relative thereto, and having had a personal

personal interview with two of the directors of the company, beg leave to report as follows :

Your committee are satisfied from the information before them, that the measure of relief extended to the company at the last session of this house, by which the loan from the province was made a second lien on the real estate and works of the company, has not had the effect which the directors and others interested in that work anticipated, and that so long as that debt exists as a charge upon the property, no capitalist can be induced to aid the enterprise either by way of loan or the purchase of stock in addition to what is now taken up.

Your committee are also satisfied that had the company been enabled to complete their works, and open a passage for the products of the country from the navigable waters of the Shubenacadie to Halifax harbor, neither the government nor legislature would have felt themselves justified in enforcing the payment of said loan, but would have cheerfully remitted it to the company, as an encouragement to a work which is generally admitted to be of great public advantage, and one on which large sums of money have already been expended from the means of private individuals.

Your committee also consider that the cancelling of this debt at this time will enable the company to complete their intended operations, by giving them a clear title to the property, so as to enable them to borrow money upon it, or otherwise to induce capitalists to invest their money in the enterprise ; and they conceive that such an act is now a wise and proper one, as it is in the opinion of your committee only anticipating that which the legislature would eventually perform on the completion of the work.

Your committee therefore recommend that the sum of five thousand pounds heretofore lent to the company, with all interest due thereon, be remitted, and that they be at liberty to sell, mortgage or lease such portions of the real estate owned by the company as may be found necessary for the raising of funds sufficient for the completion of the works, and for payment of debts now owing by the company ; provided that the directors give security by bond or otherwise, to the satisfaction of the government, that all monies arising from any such sale, mortgage or lease shall be appropriated and expended first in the actual completion of the works down to the waters of Halifax harbor, and afterwards in the paying off of the floating debt of the company.

Your committee also recommend that the time for finishing the company's works, which expires on the tenth day of June next, to extend to the further period of three years from that date ; and they beg leave to introduce a bill in accordance with the foregoing recommendations and to carry out the same.

A. C. McDONALD.
JOHN LOCHE

Halifax, 19th March, 1859.

No. 43.

ROAD PETITIONS.

Mr. Munro presented to the house a petition for aid to a bridge in the county of Victoria.

Hon. Mr. Young presented to the house several petitions for aid to roads in the county of Inverness :

A petition from John McIntyre and others.

A petition from Allan Cameron and others.

A petition from Alexander Chisholm and others.

A petition from inhabitants of Lake Ainslie, Broad Cove.

A petition from Dougald Kennedy and others.

A petition from Roderick McKenzie and others.

Mr. Wier presented to the house a petition from some inhabitants on the Guysboro' road, in the county of Halifax, for aid to a road in communication with the railroad.

Mr. Tobin presented to the house a petition from John Thompson and other inhabitants of Bedford road and Hammonds Plains, in the county of Halifax, for aid in repairing and opening the old Windsor road.

No. 44.

GENERAL ELECTION.

A return of the names of the candidates, and the number of votes polled in the several polling places of the county and township of Halifax, at the last general election.

Districts.	County.			Township.			Recapitulation.
	Esson,	Annand,	Evens,	Wier,	Tobin,	Pryor,	
No. 1	244	219	94	218	236	113	
2	309	279	71	285	297	90	
3	470	414	96	435	477	103	
4	231	219	70	232	231	68	John Esson, 4301 votes.
5	623	591	139	593	631	164	W. Annand, 3796 "
6	172	153	80	156	162	84	W. Evens, 1350 "
7	93	93	21	95	98	22	
8	116	116	4	116	116	9	9447
9	68	32	32	37	37	68	
10	180	173	27	165	191	44	
11	63	31	71	32	33	76	
12	129	48	171	48	46	172	
13	47	39	13	40	38	14	Benj. Wier, 2627 votes.
14	33	30	13	27	30	20	John Tobin, 2790 "
15	70	65	20	58	59	20	Henry Pryor, 1142 "
16	107	74	44	68	86	64	
17	98	80	58	8	8	4	6559
18	72	65	7	6	6	1	
19	114	115	6				
20	62	43	30				County votes, 9447
21	85	76	22				Township votes, 6559
22	135	120	16	2	2		
23	34	34	3				Grand total, 16006
24	12	12	2				
25	43	42	24				
26	19	19	1				
27	82	75	33				
28	203	201	13				
29	46	46		2	2		
30	89	77	24	1	1	2	
31	240	188	145	1	1	2	
Total,	4301	3796	1350	2627	2790	1142	

A return of the number of votes polled at each of the polling places for the several candidates at the general election of 1855, for the county of Hants, and townships of Windsor, Newport and Falmouth in said county.

	County of Hants.				Township Windsor.		Newport.		Falmouth.	
	Benj. Smith.	Nich. Mosher,	I. Dimock.	F. B. Parker.	L. M. Wilkins.	Edward King.	W. Chambers.	Jas. Smith.	E. Churchill.	Jas. Songster.
Windsor, No. 1 district,	162	167	155	154	160	109		4	2	
Do. 2 "	42	42	144	142	146	36	1	2		1
Newport, 3 "	78	75	116	116		1	156	34		
Do. 4 "	235	220	224	167			197	201		
Falmouth, 5 "	155	159	136	124	2	1	3	2	157	129
Kempton, 6 "	170	170	98	99		3		4		
Uniacke, 7 "	107	107	31	30		2		3	1	
Rawdon, 8 "	57	59	30	31	3		3			
Douglas, 9 "	119	112	181	177			1	1		
Do. 10 "	96	76	210	236	2			1		
Do. 11 "	151	113	150	154						
	1372	1300	1465	1430	313	152	362	252	162	130

Given under my hand at Windsor, this 28th day of February, A. D. 1859.

(Signed)

JOSEPH ALLISON,

High sheriff of Hants co.

Kentville, March 1st, 1859.

DEAR SIR—

In answer to yours of 26th February, I have to inform you that I cannot give you the necessary information required in yours. I was not in office as sheriff in K. C. at the time of the last general election. The former sheriff never handed over to me any poll books or papers relative to that election.

I remain, &c.

(Signed)

J. M. CALDWELL,
Sheriff.

HON. CHARLES TUPPER.

1857.	Hon. J. W. Johnston,	William C. Whitman,	Total.
No. 1	148	153	301
2	92	201	293
3	156	145	301
4	152	92	244
5	144	58	202
6	110	120	230
7	99	76	175
8	134	100	234
9	148	56	204
10	308	61	369
11	61	93	154
12	91	147	238
13	75	55	130
14	56	22	78
	1774	1379	3153

Majority of 395 for hon. J. W. Johnston.

1858.	Moses Shaw,	William Wright.	Total.
No. 8	119	109	228
9	105	95	200
10	249	54	303
11	41	104	145
12	87	134	221
	601	496	1097

Majority of 105 for Moses Show, esquire.
(Signed)

PETER BONNETT, esq.

A return of the number of votes polled for the several candidates at the last general election in the several polling places of the county of Digby

	County of Digby.		Township of Digby.		Township of Clare.	
	Bourneuf.	Morehouse.	Wade.	Budd.	M. Robicheau.	B. Robicheau.
No. 1	46	130	69	109		
2	89	63	112	47		
3	108	158	145	134		
4	14	128	85	70		
5	8	103				
6	50	44				
7	154	63	171	53		
8	75	86	78	103		
9	163	34			212	3
10	265	3			196	59
11	206	40			69	185
12	46	92			57	87
	1224	944	660	516	534	334

Number

Number of votes polled for candidates for county, 2168.
 Township of Weymouth and Westport, 1176.
 Township of Clare, 868.

A true copy from the poll books.

(Signed)

JOHN K. VEITS,
 Sheriff of Digby.

Digby, March 7, 1859.

Yarmouth, 7th March, 1859.

SIR—

In compliance with the request of his excellency the lieutenant-governor, I herewith return the number of votes polled for the several candidates, at the last general election in this county.

TOWNSHIP OF YARMOUTH.

	Nathan Moses,	Harvey Cann.
No. 1	147	72
2	319	47
3	96	13
4	91	2
	653	134

FOR THE DISTRICT OF ARGYLE.

	Ryder,	Hatfield,	D'Entremont.
No. 5	30	28	97
6	51	221	33
7	134	10	2
8	63	16	109
9	31	13	1
	309	288	242

I have the honor to be,
 Your obedient servant,

JOSEPH SHAW, sheriff.

Hon. CHARLES TUPPER, provincial secretary.

A return of the number of votes polled for the several candidates at the last general election, in the several polling places in the county of Shelburne, as numbered as follows :

	CANDIDATES.			
	White.	Thomas Coffin.	R. Robertson.	J. Coffin.
Polling district No. 1	149	57		
2	191	96		
3	25	155		
4	32	103		
5	118	41	58	96
6	113	50	94	64
7	59	150	117	88
8	89	100	99	105
	776	752	368	353

I certify the above to be a true and correct return of votes given at the several polling districts in the county of Shelburne. John Locke, esquire, not being opposed, no votes were cast for him.

(Signed)

A. BARCLAY, sheriff.

Sheriff's office, Shelburne, 3d March, 1859.

A return of the number of votes polled for the several candidates at the last general election in the polling places of the several districts in the county of Queen's, as follows :

	John Campbell,	E. B. Davison,	Lewis Smith,	S. P. Fairbanks.
District No. 1	344	128	128	295
2	198	215	130	79
3	95	248	128	36
4	140	20	17	137
5	52	106	127	34
6	106	116	142	62
	<u>935</u>	<u>833</u>	<u>672</u>	<u>642</u>

Mr. McClearn the township member being returned without opposition, the three first districts include the township.

(Signed)

JOHN W. SCOTT, sheriff, Queen's county.

Liverpool, March 4th, 1859.

State of the poll at Lunenburg at the election of 1855.

POLLING PLACES.	Number of votes polled.	John Creighton.	Benj. Zwicker.	Geo. Geldert.	Benj. Reynard.	H. S. Jost.	Henry Bailey.
No. 1, Court house, Lunenburg,	502	258	193	278	230	236	249
2, Ritchey's Cove, L. LaHave,	238	88	54	159	150	92	142
3, Block House, North West,	467	194	218	245	256	179	272
4, School house, A Newcomb's,	157	73	47	95	87	66	85
5, Conrad Wentzell's,	245	56	58	175	179	56	182
10, Tancook Island,	57	36	41	12	19	39	18
Township of Lunenburg,	1666	705	611	904	921	668	948
6, Town house, Chester,	452	313	310	121	123		1
7, Sherbrooke,	125	82	87	26	38		
11, Mill Cove, St. Marg'ts Bay,	93	65	65	8	9		
Township of Chester,	670	461	462	155	170		1
8, Petit Reviere,	316	47	28	234	281	1	
9, Bridgewater,	276	82	93	170	187	3	1
Township of New Dublin,	592	129	121	404	467	4	1
Total,	2928	1295	1194	1523	1558	672	950

(Signed)

JOHN H. KAULBACK, high sheriff.

Lunenburg, 3d March, 1859.

Return

Return of the votes polled at the last general election in the county of Colchester, held in May, 1855, with the names of the candidates, and the numbers of the electoral districts.

	A. G. Archibald,	G. W. McLellan,	P. S. Archibald,	George Reading,	Sam. Creelman,	Hiram Hyde,	John Ross,	T. F. Morrison,
Electoral District, No. 1	207	156	230	224	151	269	4	2
“ 2	88	69	97	93	71	104	1	1
“ 3	212	200	53	62	186	85	4	5
“ 4	291	298	91	95	282	111	1	
“ 5	173	77	218	145	74	244	2	2
“ 6	97	83	54	64	2	1	74	84
“ 7	32	13	247	229	2	6	247	12
“ 8	144	135	80	69			82	134
“ 9	106	99	51	39	1	2	53	96
“ 10	172	155	57	48	3	3	63	158
“ 11	139	112	188	148	0	0	166	132
“ 12	184	209	98	92	5	2	95	214
“ 13	131	140	126	104		1	106	150
	1979	1746	1590	1412	777	828	898	990

REMARKS.—The first five districts include the township of Truro, or what is usually termed the Southern district,—the remaining eight. The township of Londonderry or Northern district, the first four names were candidates for the county,—the fifth and sixth for Truro—the seventh and eighth for Londonderry.

(Signed)

CHARLES BLANCHARD,

Sheriff of Colchester,

SIR—

Amherst, March 1st, 1859.

Your circular of the 26th ult. has been duly received, and in answer thereto beg to inform you that the sheriff's book containing the information you require was loaned by the late Sheriff Chandler to his successor McLean, at the time of your election upon taking office, and that on obtaining this book from McLean, I find that the portion of the page on which the information was stated, is cut out.

However, by the next mail I shall, I trust, by some other means be enabled to send you a report.

I remain, &c.

(Signed)

CHAS. J. KERR.

Hon. C. TUPPER, provincial secretary.

A return of votes polled for the several candidaies for the county and township of Pictou at the last general election.

Name and numbers of Electoral Districts.		Holmes.	Murray.	McKenzie.	McDonald.	Wilkins.	Grant.
<i>Township of Pictou.</i>							
Pictou, - - -	No. 1	176	173	223	216	165	226
Carriboo, - - -	2	123	115	73	69	116	76
Cape John, - - -	3	91	85	105	110	98	98
River John, - - -	4	34	28	157	152	37	149
West Branch, River John,	5	130	124	33	34	132	27
Dalhousie, Rogers' Hill,	6	140	135	81	83	135	82
Hardwood Hill, - - -	7	76	73	112	110	69	118
Green Hill, - - -	8	18	15	166	161	15	167
Mount Thom, - - -	9	122	125	110	107	127	100
Gairloch, - - -	10	127	127	47	45	125	50
Larig, - - -	11	103	103	11	10	112	5
<i>Township of Egerton.</i>							
Albion Mines, - - -	12	223	207	65	55	4	1
New Glasgow, - - -	13	119	100	287	255	1	3
Little Harbor, - - -	14	55	52	104	99	1	4
McLellan's Mountain, -	15	137	129	70	57	1	
East Branch, East River,	16	127	83	140	95	1	3
West Branch, East River,	17	136	122	130	121		1
Middle River, - - -	18	101	96	65	58	2	1
<i>Township of Maxwellton.</i>							
Baillie's Brook, - - -	19	37	35	166	166		9
Barney's River, - - -	20	109	104	86	79		2
Merigomishe, - - -	21	40	51	197	193		1
Blue Mountain, - - -	22	59	51	29	22		1
		2283	2133	2457	2297	1141	1124

(Signed)

W. H. HARRIS, sheriff.

Pictou, 2d March, 1859.

*Sheriff's office, Antigonishe,
March 7th, 1859.*

SIR—

In reply to your circular of the 26th February, I beg to inform you that the last general election for this county was not contested, and consequently no votes were polled in any of the districts.

The candidates were Mr. Henry and Mr. McKinnon.

I have, &c.,

(Signed)

H. P. HILL.

Guysborough

	Marshall.	J. Campbell.	Heffernan.	McKeen.
Guysborough,	155	216	121	15
Intervale,	53	139	132	3
Manchester,	171	107	113	11
Gut Canso,	29	128	191	5
Crow Harbor,	101	100	41	5
Cape Canso,	61	71	38	0
Country Harbor,	83	56	29	32
Sherbrooke,	34	92	29	60
Maria Joseph,	39	15	29	61
Forks, St. Mary's,	72	130	71	61
	<hr/> 798	<hr/> 1154	<hr/> 794	<hr/> 253

(Signed)

M. McLEAN, sheriff.

Sheriff's office, Arichat, 10th March, 1859.

HON. SIR—

In reply to your communication of the 26th February last, which did not come to hand until the 8th instant, requesting a "return of the number of votes polled for the several candidates at the last general election, in the polling places as far as relates to the county of Richmond," I have to state that no election having taken place since I was appointed to the shrievalty, I regret much that it is not in my power to furnish the required information.

I have, &c.

(Signed)

J. J. FULLER,
Sheriff of Richmond.

HON. CHARLES TUPPER, provincial secretary, Halifax.

Total number of votes polled in the county of Inverness at the election of 1855.

Votes polled for Mr. Young,	1280
“ Smyth,	1396
“ Tremain,	888
“ Gillies,	946

True copy from the poll books.

(Signed)

GEO. C. LAWRENCE.

Port Hood, 7th March, 1859.

A return of the number of votes polled for the several candidates at the last general election in the polling places of the township of Sydney and the county of Cape Breton, including said township, and names of candidates.

TOWNSHIP OF SYDNEY.

	McKeagney.	McQueen.
Sydney,	291	155
Ball's bridge,	138	199
Mire,	66	154
Sydney Mines,	329	122
	<hr/> 824	<hr/> 630

 COUNTY OF CAPE BRETON.

	McLeod.	J. Ferguson.
Sydney,	271	184
Ball's bridge,	179	170
Mira,	24	199
Sydney Mines,	345	109
Little Bras d'Or,	36	15
Louisburg,	41	148
Gabarus,	93	64
Mainadieu,	96	79
East Bay,	357	26
Grand Narrows,	238	1
	1680	995

RICHARD GIBBONS,
 Sheriff county Cape Breton.

Sydney, Cape Breton, 12th March, 1859.

Baddeck, 9th March, 1859.

SIR—

I received your order on the 8th, and as I was not sheriff at the last general election, I went to the residence of John G. McLeod, who was sheriff at the general election, to get the desired information, but he was not at home, but was told that he would be home on the 14th of this month, and then I will attend to your directions with as little delay as possible.

I have, &c.

JACOB S. INGRAHAM, sheriff.

To hon. CHARLES TUPPER, provincial secretary.

Baddeck, 14th March, 1859.

SIR—

I went to Middle River to day and seen the ex-sheriff, and the names stand on the poll books of the districts, as follows :

1	Baddeck,	256
2	St. Ann's,	328
3	English Town,	263
4	Washabac,	274
5	Boularderie,	239
6	Ingonishe,	61
7	Aspy Bay,	128
8	Middle River,	251
		1800

CANDIDATES:—Charles J. Campbell, esq.
 Hugh Munro, esq.
 John Munro, esq.

I have, &c.

(Signed)

JACOB S. INGRAHAM, sheriff.

No. 45.

DARTMOUTH CEMETERY.

The committee to whom the petition of certain inhabitants of Dartmouth, in reference to the common at that place was referred, have to report as follows :

That in the year 1788 a grant of the Dartmouth common passed to certain persons in special trust, for the use of the inhabitants of the township of Dartmouth, and in 1841, for the purpose of remedying the existing defects in such trust, caused by the death of the original grantees and trustees, an act of the legislature was passed, authorising the appointment of new trustees, and since then the management and control of the common has been in other hands. It is estimated to contain one hundred and seventy acres, and is principally in an uncultivated state.

About 24 years ago a small portion of the common lying near the Dartmouth shore was enclosed by the Roman Catholics, and has since been used by them and the Indians as a burying ground, but in consequence of the numerous interments therein, and the rocky state of a considerable portion of the same, it is now unfit for further use, and much difficulty is felt in finding sufficient depth of soil to cover their dead. In 1842 an additional space of upwards of 2 acres were set off and allotted for a general cemetery, which is now in use for that purpose.

Your committee are of opinion that it was unwise to permit any portion of the common to have been set apart or given as a burying ground to any class, such being, as your committee believe, a departure from the original intentions of the grant, and different from the uses to which the common was intended to be applied. But the principle of allowing parts of the same to be set off and used as places of burial, having been admitted in similar cases, your committee can see no just reasons for refusing the request of the present applicants, and recommend that a portion of the common not exceeding two acres, lying to the northward of and adjoining the public burialground already laid off, be allotted in accordance with the prayer of the petitioners.

Which is respectfully submitted.

A. McFARLANE,
J. C. WADE,
A. C. McDONALD.

Committee room, 23rd March, 1859.

No. 46.

NAVIGATION SECURITIES.

The committee on navigation securities, have considered all the matters referred to them, and beg leave to report as follows :

They recommend the following grants for breakwaters :

At Griffin's Cove, Digby county,	£15	0	0
At or near Londonderry, Colchester county,	15	0	0
At Baxter's harbor, King's county,	15	0	0
At Groscoque, Digby county,	25	0	0
At Arisaig pier, to secure the same,	15	0	0

They also recommend the following sums for ferries :

To provide a horse-boat at Bear River, in county of Digby,	£10	0	0
For ferry from Washabac to Baddeck,	5	0	0

Your

Your committee do not recommend any grants on the several petitions submitted to them praying for the erection of light houses.

Your committee have examined the petitions for assistance in clearing and removing obstructions from rivers, but cannot accede to their request, and refer petitioners to the general law on that subject.

Your committee do not recommend any grant to be made to the petitioners in the following cases, namely—

On the petition of Malcom McDonald, for payments for boats used and labor performed at the ferry at McMillan's point, in the Strait of Canso.

On the petition of Michael Flavin and others, for payment for labor expended in building a ferry boat at Little Bras d'Or, the party employing them having become bankrupt.

On the petition of inhabitants of Inverness, praying for an additional grant to the steamer Banshee.

On the petition of inhabitants of Digby, for a grant to E. Leonard for his services in signalling the arrival at that port of the steamers from St. John.

On the petition of the inhabitants of Plymouth, in the county of Yarmouth, for a grant to assist them in the drainage of a large swamp.

On the petition of John O'Regan, for aid to a ferry from Cumberland to New Brunswick.

On the petition of C. J. Fox for increase of salary.

On the petition of inhabitants of Granville, for aid to erect a boat slip.

Your committee have considered the petition of the inhabitants of Herring Cove, asking for a grant to enable them to clear away a sand bank that obstructs the entrance to that harbor, and they are of opinion that before any assistance is afforded to that work, a plan and estimate should be made and submitted to this house, in order that the probable cost may be ascertained, and they do not recommend any grant in the meanwhile.

Your committee, for the same reason, cannot entertain the prayer of the petition of inhabitants of Grand River, county of Richmond, for aid to open that river in order to make a harbor of shelter for vessels, as they have no plan or estimate, and are unable to judge of the importance or cost of the proposed work.

They do not recommend any special grant in aid of a bridge in the vicinity of Isle Madame.

Your committee recommend that the sum of twenty pounds be granted to aid the inhabitants of Molasses Harbor, in the county of Guysborough, to construct a boat canal, provided a similar sum is raised by subscription and expended on the work.

Your committee recommend the grant of twenty pounds to Gaius Lewis, to compensate him for improvements made at Apple River on government property.

Your committee recommend that the beacon lights at Margaretville and Port Williams be proceeded with, agreeably to the plan exhibited to them by the superintendent of light houses.

The cost of the light house establishment of Nova Scotia, exclusive of new light houses, and of the amount contributed by Canada, New Brunswick and Prince Edward Island, to that service for the year 1858, was

	£7668 9 10½
And the nett proceeds of light duties collected, clear of commissions and other charges, for the same time, is	6000 0 0

Leaving a deficiency on that service of	£1668 9 10½
---	-------------

Your committee have had under consideration a despatch from the secretary of state for the colonies to the governor, on the subject of firing guns in foggy weather at Sambro, refusing to continue that expenditure; your committee would therefore recommend that service to be continued at the expense of the province.

They

They have also considered a despatch on the subject of collecting tolls for the support of Cape Race light house, accompanied by a letter from the committee of the privy council for trade on the subject, wherein they state that no reply had been received to their letter of July, 1856, on the same subject. On referring to the report of the committee for last year, your committee find that the principle of levying a small tax on all vessels passing this light is therein recognized, and that the report also recommended a similar establishment to be sustained on the same principle at Cape Sable. Your committee after much consideration, have come to the same conclusion, and would recommend to the house that an act be passed during the present session to carry out the order in council of her majesty's government, dated the 18th July, 1857, on this subject, which order is published in appendix No. 26 to the journals of 1858, and they accordingly ask leave to introduce a bill for that purpose.

The light house on St. Peter's Island near Westport, Digby county, has been erected on about half an acre of government ground; the remainder, being about one and a half acres, owned by Capt. McColl, is now offered by him to the government for £150. Your committee do not see any equivalent advantage to be derived from the purchase, and they do not recommend it to the house.

On referring to the report of the committee on public accounts for the last year, your committee find that it was then recommended that all grants for breakwaters should be expended within two years; and as there has been a misunderstanding on that point among parties interested, your committee recommend that no grants for breakwaters or other services recommended this year, be expended or drawn, unless the work in aid of which such grants were made, be completed, and the sum applied for within one year from this date.

On the petition of Halifax pilots, your committee do not recommend any change in the laws.

All of which is respectfully submitted.

THOMAS KILLAM, Chairman.
T D. RUGGLES,
THOMAS H. FULLER,
BENJAMIN RYNARD,
GEORGE McKENZIE,
C. R. BILL.

Committee room, March, 1859.

No. 47.

TEMPERANCE.

The committee to whom was referred the various petitions of certain inhabitants of this province, asking this house to pass a law prohibiting the importation, manufacture, and sale of ardent spirits, except for necessary purposes, beg leave to report :

That they have examined the same, and find that the petitioners having in view, no doubt, the ill success that has hitherto attended the efforts of temperance people to obtain the passage of such a law, has now ventured to approach this legislature, with what appears to your committee to be a reasonable request, that this house would pass the law, subject to a vote of the people, and that such vote be taken at the time of the next election of members to serve in general assembly, to be taken separately and by ballot, or at such other time and mode that this house may deem most expedient.

The

The number of signatures to the several petitions is as follows :

	Males.	Females.
Yarmouth,	1026	833
Argyle,	492	526
Annapolis,	127	125
Horton,	154	76
Hants,	333	290
Various other places,	323	
Making in all,	2435	1870

There is also a petition of the grand division of the sons of temperance, representing a large part of the temperance people of this province, and a memorial signed by order, and on behalf of a joint committee of the said grand division and provincial temperance convention, held in this city on the 23rd and 24th of last month, and representing largely the various temperance organizations throughout the province.

Your committee are strongly of the opinion that such a law has now become indispensable, and would be held as a boon by the judicious and sound hearted people of this province. Your committee would respectfully recommend this house to take the matter into their serious consideration, and pass the bill in accordance with the prayer of the petitioners.

All of which is respectfully submitted.

NATHAN MOSES,
MATTHEW McCLEARN,
C. R. BILL,
THOMAS F. MORRISON,
A. W. McLELAN,

No. 49.

PENITENTIARY.

The committee on the penitentiary beg leave to report as follows :

That they have examined that establishment and find it well conducted.

During the past year 46 prisoners were received, and 19 discharged ; 4 received his excellency's pardon, and one escaped ; and on the 31st December last, there were 42 prisoners in the establishment. The average number for the year is $37\frac{1}{2}$.

Your committee have to report the following expenditures during the past year :

Mr. Fish,	£150	0	0
Matron,	35	0	0
Mason,	94	17	8
Blacksmith,	94	17	8
Under Keeper,	68	0	0
do.	62	0	0
do	62	0	0
Doctor Black,	50	0	0
Chaplain,	35	9	0
Granite,	111	8	2
Lime and cement,	3	17	6
98 cwt. oat meal,	96	7	8

74 cwt. bread,	£91	8	5	
22 bbls. do.	17	2	0	
1647 loaves bread,	21	1	9	
9 bbls. corn meal,	9	11	3	
183 bushels bran,	16	5	3	
461 gallons molasses,	48	0	5	
80½ lbs. tea,	10	11	3	
17 qtls. codfish,	15	18	7½	
42 lbs. rice,	0	8	0	
418 lbs. soap,	6	2	3	
58 lbs. candles,	2	13	2	
Ox heads and feet,	78	6	5	
26 bushels peas,	9	0	3	
Lumber,	5	17	10	
3 bushels beans,	1	4	9	
Straw,	15	2	9	
Truckage,	7	6	0	
25½ bushels salt,	2	5	6½	
212 do potatoes,	17	4	2	
40 do turnips,	3	0	0	
42½ chaldrons coal,	58	1	11	
66 cords wood,	54	1	3	
Clothing,	92	11	0	
Leather,	25	12	7	
Tobacco,	5	8	0	
Sundries,	43	2	5½	
				1520 15 11½
CR.				
Cash support, naval prisoners	33	18	9	
Articles sold,	6	1	10½	
				40 0 7½
				£1480 15 4

Leaving a balance of

£1480 15 4

And your committee recommend that the sum of £1500, be granted for the support of the establishment in the present year.

Your committee recommend that the report made by Doctor Black, with reference to the prisoners, No's. 193, 205, 208, be complied with as soon as proper arrangements can be made for their reception in the asylum at Dartmouth.

Your committee fear that the present mode of cooking provisions for the prisoners is injudicious, and they recommend a change in that particular, to the board of works.

Your committee deem it proper to call the attention of the house to the fact that there is a prisoner now in the penitentiary, accused of some offence, and believed to be of unsound mind, but who has not been convicted, and being a native of the county of Halifax, ought to be maintained at the expense of the county and not of the province.

All of which is respectfully submitted.

ROBERT ROBERTSON, Chairman.
HENRY BAILLEY,
SAMUEL CHIPMAN,
THOMAS CALDWELL,
M. ROBICHAU,
E. D. DAVISON.

Committee room, March 23rd, 1859.

No. 50.

HUMANE INSTITUTIONS.

The committee on humane institutions, beg leave to report as follows ;

Your committee have visited the hospital for the insane, and were much gratified to find in every department of that important institution evidence of skill, ability and good management.

The medical superintendent, Dr. DeWolf, appears well qualified for discharging the duties which devolve upon him in this highly responsible office, and manifests not only unremitting care, but also great enthusiasm, in attending to the wants of those committed to his care ; many of whom, your committee were glad to learn, are much improved since they entered the hospital.

The commissioners, who have devoted great care and attention to their duties, have been very fortunate in the selection of Mr. and Mrs. Amos Black as steward and matron, every thing connected with their department shewing their fitness for the situation they occupy.

The number of patients now in the hospital is thirty-three, of whom fifteen were removed thither from the poor house in Halifax. Annexed will be found a tabular statement of the names of the patients, and the places from which they came, and the source from which they are supported.

A communication is appended, from the medical superintendent to the secretary, containing information respecting the officers of this institution, and the salaries received by them, with other important particulars.

Large and expensive as the hospital for the insane already is, your committee feel compelled to recommend the construction of the two story section contemplated in the plan for the treatment of violent and noisy patients, as also lunatic prisoners, as their retention in that portion already constructed is not only attended with injury to the building, but also interferes materially with the curative treatment of those who are afflicted with a milder form of insanity, or may be convalescent.

Your committee also beg leave to report, by bill, a number of alterations and amendments which have been found necessary in the act passed last session for the management of the hospital for the insane.

Your committee have also visited the institution for the deaf and dumb in this city, and have much pleasure in bearing testimony to its continued usefulness and efficiency.

Under the admirable teaching of Mr. Hutton, many of the pupils have made surprising progress, and evince great aptitude in acquiring information, and your committee are satisfied that no object can be more worthy of the patronage and support of the legislature than an establishment such as this, furnishing, as it does, ears to the deaf and speech to the dumb.

The unceasing exertions of the reverend secretary of this institution are worthy of the highest praise. There are thirty pupils at present attending this institution.

The financial statement for the year 1858.

Provincial grant,	£300	0	0
Collections, subscriptions and donations,	199	5	1
Fees received from pupils,	41	0	0
	<u>£540</u>	<u>5</u>	<u>1</u>

Expenditure.

Expenditures.

Salaries to the principal, assistant, teacher and matron,	£180 15 0
Boarding of pupils, house, furniture, fuel, lights, servants, wages and other expenses,	291 16 9
Rent, interest of purchase of property and insurance,	83 6 8
	£555 18 5

Balance over expended £15 13s. 4d.

On the petition of Thomas Murphy of Antigonishe, in the county of Sydney, for board in the institution for the deaf and dumb, there was granted last year the sum of twenty-five pounds. Your committee are of opinion that this sum should be included in the general grant to the institution; also there was a grant of seventy-three pounds ten shillings last year for the education of three pupils in the institutions of the United States, which will not be required for the same service the present year.

Your committee after due consideration of the whole matter referred to them, recommend to the house a grant of four hundred pounds to the institution for the deaf and dumb in the city of Halifax.

Your committee have examined the visiting dispensary, and have much pleasure in recommending its usefulness, both as a local institution, and the benefit derived from patients in the country.

Your committee beg leave to recommend a grant of seventy-five pounds to this institution for the present year.

The petition of Donald Ross of Victoria, asking aid for the maintenance and education of three blind children, your committee recommend the sum of fifteen pounds be granted petitioner.

All of which is respectfully submitted.

JOHN RYDER, Chairman.
THOMAS CALDWELL,
A. W. McLELAN,
B. WIER,
NATHAN MOSES,

Committee room, March, 1859.

Provincial Hospital for the Insane,
March 21st, 1859.

JAMES H. LIDDELL, ESQ.,

Dear sir—

In reply to your favor, requesting information for the committee of assembly, I beg to submit:

First—A return of the salaries of the officers and servants of the institution, which at the present time amounts very nearly to the sum that will be necessary when we have the full number of ninety patients.

Superintendent,	£300 0 0
Steward,	100 0 0
Matron,	50 0 0
	£450 0 0

6 male attendants, servants, &c.	£186	0	0		
10 female attendants, &c.,	180	0	0		
				366	0 0
Secretary and treasurer, (without board,)	200	0	0		
Gardener, do.	90	0	0		
2 Firemen, do.	170	0	0		
				460	0 0
				£1276	0 0

When the present portion is filled with patients, we would require six additional attendants, &c., at a cost per annum of £180.

When the whole building is completed for 250 patients, a further addition of about fifteen attendants, &c., would be needed, at a yearly cost of £450. In addition to the foregoing there are several men employed under the direction of the board of works in completing the arrangement for heating and ventilating the building.

Second—With reference to stock. We have three horses, (including the superintendent's,) and if farming operations are to be carried on to any extent, another horse will be indispensable.

We have three cows, and will need one or two more when any considerable addition is made to our present number of patients. Our contract price for hay is £5 per ton, and for oats 2s. 8d. per bushel.

In the opinion of the steward, ten acres of woodland ought to be cleared without loss of time; and I have to request the consent of the commissioners that this may be done.

Third—As to fuel. Our consumption of coal has been about a chaldron per day in severe weather, and about half a chaldron at other times. Owing to the dampness of the building, and the unfinished state of the air chambers, more fuel has been used than would otherwise be required. In estimating for next year we must make provision for supplying an additional boiler, so that our probable consumption of coal will be about two hundred and fifty chaldrons, varying of course to some extent with the severity of the weather.

I am, dear sir,

Your most obedient servant,

(Signed)

JAMES R. DEWOLF.

Table shewing residence, &c., of patients admitted into the provincial hospital for the insane.

No.	Name.	Birth place.	Residence	Support.	Remarks.
1	C. D.	Horton,	Horton.	By his father.	Remov'd 'improved.'
2	A. M.		Tatamagouche,	His own property.	Convalescent.
3	A. D.	Windsor,	Windsor,	do.	do.
4	J. R.	England,	Truro—received from jail.	Provincial grant.	
5	M. F.	Ireland,	Newfoundland,		
6	J. S.	Ireland,			
7	J. K.	Dartmouth,	Unsettled,	Formerly supported by his brother.	
8	W. G.	Halifax,	Halifax,	Do. and sent back from U. S.	
9	G. M.	Unknown,	Last from U. S.	Sailor.	Improving.
10	A. P.	Scotland,	Sail'd in 'Delta.'		Convalescent.
11	J. A.	England,	Windsor,		
12	J. A.	Wallace,	Wallace,	Formerly by over- seers of poor.	
13	E. O.		Newfoundland.		
14	E. H.	Ireland,	Last from U. S.		
15	J. B.		Pictou,		
16	E. C.	Lunenburg co.	Halifax co.	Received into poor house from Bride- well.	
17	M. C.	Dartmouth,	Dartmouth,		Sometimes violent.
18	M. K.	Cornwallis,	Stewiacke,	By friends	
19	W. W.	Dartmouth,	Onslow,	By Dartmouth overseers.	
20	E. A.	Ireland,	Liverpool, N. S.	Provincial grant.	{ Received from jail, very violent.
21	W. J.	Halifax,	Halifax,	Commrs. of poor.	Colored, very violent.
22	A. M.	Windsor,	Newport,	By friends.	Violent, filthy, noisy.
23	W. S.	Halifax,	Halifax,	Commrs. of poor.	
24	H. T.	do.	do.	do.	
25	C. M.	Windsor,	Windsor,	Overseers, Windsor	
26	E. C.	Halifax,	Halifax,	Commrs. of poor.	
27	S. G.	do.	do.	do,	
28	M. M.	do.	do.	do.	Violent at times.
29	C. W.	do.	do.	do.	do.
30	A. C.	Quebec,	do.	By husband.	
31	P. B.	Ireland,	do.	Charitable society.	
32	A. M.	Dartmouth,	do.	By husband.	
33	S. D.	Newport,	Last from U. S.	His own property.	

Nos. 5 to 17, and 28, 29, were committed from the poor's asylum.

J. R. DEWOLF.

March 22, 1859.

No. 51.

INSANE CONVICT.

On the petition of Joseph Dickson, clerk of the peace for the county of Colchester, the committee have to report:

That under similar circumstances to those submitted to us last year, we have to recommend payment of thirty-three pounds two shillings and six-pence, being amount due to the county of Colchester for board and maintenance of James Russel, a transient insane pauper, for fifty-three weeks from the time of payment made under our recommendation of last year up to the period of his removal to the lunatic asylum, where he is now confined.

A. McFARLANE,
JOHN C. WADE,
A. C. McDONALD.

Committee room, 28th March, 1859.

No. 52.

PUBLIC ACCOUNTS.

The joint committee of the legislative council and house of assembly appointed to examine the public accounts, have examined the same, and the vouchers therewith submitted, and beg to report as follows:

By the receiver general's accounts the balance in his hands at the close of the year was £1223 2s 5d.

Your committee find that the revenue arising from excise duties and licenses for distilleries, is £107,934 10s. 5d. sterling, being a decrease from the same services in 1857 of £3,949 3s. 3d. sterling.

On imported liquors there was a decrease of £447 9s., notwithstanding the increase on the duty of 20 per cent.

The gross amount of light duties collected during the year, was £6697 6s. 3d. currency, being a decrease of 558l. 8s. 11d. Of the sum returned as collected at the Strait of Canso by — Purcell, in the schooner "Lady Vivian," £925 13s, about seventy per cent. was absorbed in expenses; and it appears by the accounts that no collection was made later than the early part of August, although the vessel and crew remained there on expenses until late in November. In 1857 he collected £1215 19s. 8d.

This system of affairs seems very unsatisfactory to your committee, and they beg to bring it to the attention of the government.

There is due from collectors of excise and light duties deceased or removed, £517 6s. 9d.; at the end of 1857 it was £542 6s. 9d., only £25 having been paid since.

There was due from collectors of excise and light duties at the end of the year, £6883 7s. 2d., of which sum £5560 5s. 3d. has since been paid.

(See appendix A)

The payment into the treasury during the year 1858, on account of the casual and territorial revenue, amounted to £11,644 15s. 4d.

(For particulars, see appendix B.)

The

The land office has produced for lands sold and applied for,	£6265 19 2
Deduct charges, viz :	
Deputy surveyors services,	1455 12 4
Registrars of deeds,	44 2 3
Paid on rejected petitions,	1317 0 5
Incidental expenses,	351 6 2
Surveyors of electoral districts,	6 0 0
	3174 1 5
Nett revenue of land office for the year 1858,	3091 17 9
The commissioner of crown lands has received from the receiver general in payment of these charges,	3200 0 0
From which deduct charges as above,	3174 1 5
	25 18 7
Leaving a balance in the commissioner's hands of	
The whole revenue for the year 1858 from all sources, viz :	
Impost and exise, including distilleries,	£134918 3 0
Light duties,	6697 6 3
Casual and territorial revenue,	11644 15 4
	156451 8 9
The revenue for the year 1857 was	161893 12 8
	£5442 3 11
Total decrease for 1858,	
The amount expended on St. Peter's canal to 31st Dec. 1857, was	6094 4 2
Expended in 1858, per commissioners account,	1979 17 8
	8074 1 10
Total expenditure,	
The commissioners account for 1858, is as follows, viz :	
Balance in their hands 31st December, 1857,	1 1 11½
In bank of Nova Scotia to their credit,	96 8 4
From receiver general,	2000 0 0
	2097 10 3½
Expended in year 1858,	1979 17 8
	£117 12 7½
Balance remaining in bank of Nova Scotia,	

Your committee have examined Mr. Laurie's report on this work, with a plan of his survey, and an estimate of the cost of completion. Also a plan and estimate of a boat railway, which Mr. Laurie advises to be substituted for the canal. His estimate for completing the former is 52,140*l.*; for the latter 6320*l.*, since which the above sum of 1979*l.* 17*s.* 8*d.* has been expended, leaving 4340*l.* 2*s.* 4*d.* yet to be applied to complete the railway. Under the present altered circumstances of this undertaking, your committee are of opinion that the act of 1853, which provides a sum not exceeding 12,000*l.* and that of 1854 authorizing a further grant of 5000*l.*, have been rendered entirely inapplicable; and before either the canal or railway are further prosecuted, the policy of further expenditure should be brought before the house.

The commissioners accounts show that the expenditure of the past year has been wholly made by days' work; the committee would suggest that this is not the most economical mode of expending the public funds, especially in a work like this, consisting almost entirely of earth and rock cuttings.

RAILWAY EXPENDITURE.

Expended in 1858,	£201069	2	7½
Expended to 31st December, 1857, as reported,	732024	8	4
Receiver general's expense account,	422	0	9
	<hr/>		
Total cost,	£933515	11	8½
Of this sum there has been paid—			
To commissioners by rec. gen. to Dec. 31, '58,	£92885½	8	11
From receipts of the road,	2867	13	0
Due bank of Nova Scotia by commissioners,	293	11	4
Due Baring & Brothers,	1150	8	5½
Expense account paid by receiver general,	422	0	9
	<hr/>		
	933588	2	5½
	<hr/>		
Balance in commissioner's hand,		72	10 9
The sources of this expenditure are as follows :			
From bonds sold in England,	752500	0	0
Ditto in Nova Scotia,	115000	0	0
Premium and discount account,	24233	19	7
Earnings of railroad in 1856,	901	18	3
Ditto in 1857 and 1858,	2867	13	0
	<hr/>		
	895503	10	10
Less—Due from Baring & Bro's,	£52365	9	7
Due from N. S. bank,	10180	14	3
In commissioner's hands,	72	10	9
	<hr/>		
	62618	14	7
	<hr/>		
	832884	16	3
Paid from the provincial treasury towards construction,	100630	15	5½
	<hr/>		
	£933515	11	5½
Paid for construction as before mentioned,	100630	15	5½
Interest on bonds to 31st December, 1858,	67610	0	0
Due January 1, 1859,	20250	0	0
	<hr/>		
Total paid from provincial treasury,	£188490	15	9½

Your committee report a list of undrawn monies for roads to 31st December, 1858, amounting to 1110*l.* 1*s.* 11½*d.*

(See appendix C.)

The monies for the relief of the colored population have been drawn, except in the counties of Shelburne, Guysborough and Sydney. No returns have been received, and the committee recommend that these grants be discontinued.

The sum of 12,000*l.* of old and defaced province notes handed to your committee by the provincial secretary has been destroyed. The whole amount of provincial issue, as before reported, is 119,682*l.*

The receiver general's books have been examined, the paid coupons for interest counted, and all has been found correct.

In reference to the accounts of the savings' bank, your committee regret to be obliged to report that those accounts do not exhibit a clear and satisfactory statement of the business of that department.

The money deposited in the bank has been from time to time lent to the province, and applied to the general purposes of the country. The limit of the amount which the bank is entitled to receive, has been extended by various acts from one sum to another, until it was finally fixed at 125,000*l.* The whole of that amount has been received by the bank and lent to the province, which pays four per cent. interest, and is to repay the principal when required.

The depositors who lend to the bank receive four per cent. interest, but by one of the rules acted upon by the bank, a depositor withdrawing his loan receives no interest on it after the first day of the quarter next preceding his application. Thus there is in many cases a period during which the money remains in the bank without interest.

On the other hand the money loaned by the bank to the province draws interest for the whole time; and thus a gain accrues to the bank, being the difference between interest paid and interest received.

This profit has been designated a surplus fund, and is what would remain on hand if the affairs of the bank were wound up by calling in its assets and discharging its liabilities.

The expenses of management, not including the cashier's salary, are a charge on the surplus fund. These expenses arise from the cost of books, cards, &c., used for the purposes of the office, and average from 10*l.* to 12*l.* a year.

The amount of interest received by the bank exceeds the amount of interest the bank has to pay, together with the expenses of management, by a considerable sum each year.

In the accounts rendered by the cashier to the 31st December, 1857, the amount of the surplus fund or gain of the bank from 1849 up to that date was stated at 505*l.* 18*s.* In the account rendered by him to the 31st December, 1858, he makes the surplus amount to 760*l.* 18*s.* 8*d.* or a gain in the year 1858, of 255*l.* 0*s.* 8*d.* which is more than half as much as was shewn for the nine preceding years.

On examining the account however it appears that the cashier has erroneously charged a sum of 1300*l.* twice, and therefore that the account if corrected would shew a surplus fund of 2060*l.* 18*s.* 8*d.* being a gain in the year 1858 of 1555*l.* 0*s.* 8*d.* or three times as much in that year as the results of the preceding nine years.

On examining the items for interest received in that year from the province, it appears that allowing for a mistake of 260*l.* overpayment by the province, being for interest on 6,500*l.* more than at the end of the year was due to the bank, there was only a gain of 495*l.* 1*s.* 3*d.* on the year. There is therefore a sum of 1059*l.* 19*s.* 5*d.* discrepancy between the condition of the bank as represented by the accounts for the year 1858 and the condition it ought to have been in with the means at its disposal. It is quite true that this represents its state as more favorable than it ought to be, but such a condition is inconsistent with the facts of the year, and create a conviction that the accounts are inaccurate.

On the other hand if the gain which the bank should have made in 1854, 1855, 1856 and 1857 is tested on the same principle it would have amounted in those four years to no less than 1372*l.* 8*s.* 8*d.* while all the balance shewn by the account of 1857 amounts to 505*l.* 18*s.* as the accumulation since 1849.

The actual amount due by the savings bank to the various depositors therein according to the statement of the cashier, with interest calculated to the 31st December, 1858, is 125,671*l.* 19*s.* 8*d.* And the province owes the bank 125,000*l.* Therefore the cashier out of the balance of 2732*l.* 18*s.* 4*d.* of cash in his hands has to pay the sum of 671*l.* 19*s.* 8*d.* and will then have cash remaining to the extent of 2060*l.* 18*s.* 8*d.* which will form the surplus balance.

The account returns the number of depositors at the end of 1858, as one thousand eight hundred and one, and as there is an account open in the ledger for each of these depositors, it is obviously a labor far beyond the time of your committee to enter into an investigation such as would satisfy them as to the sources from which the inaccuracies

inaccuracies arise ; but they feel it their duty to report to the house the facts which have created dissatisfaction in their minds, and conceive that the immediate attention of the government should be called to a state of affairs that ought not to exist in an institution with which the interest of this province are so closely identified

Without prescribing to the government the remedies to be adopted they would suggest that the difficulty now existing arises from the absence of proper checks to ascertain the sources of error. They are of opinion therefore :

First —That the officer should keep a cash book in which an entry should be made at the instant of all sums paid and received.

Secondly.—That every depositor after getting his despoit entered by the cashier in his book, should take the book to a clerk in the receiver general's office who should transcribe the entry and countersign it.

Thirdly.—That the accounts of the bank should be checked once every month by the financial secretary, and the monies counted at the beginning of each month so as to verify the monthly return.

Indebtedness of the province of Nova Scotia.

DR.				
Amount of province notes, old issue,		£59682	0	0
Ditto new issue,		60000	0	0
Borrowed from savings' bank,		125000	0	0
Undrawn for road and bridge service,		1110	11	1½
Do. railroad interest due 1st January, 1859,		20250	0	0
Do. for other services,		13558	0	0
Due board of works,	198	9	2	
Do. for unpaid bills,	7125	10	9	
			7323	19 11
Provincial bonds sold,		867500	0	0
			1154424	11 0½
CR.				
Balance in receiver general's hands,	1223	2	5	
Due from collectors of excise,	6883	7	2	
Casual revenue,	5360	7	5	
Due from Canada, New Brunswick and Prince Edward Island,	1706	11	5	
In hands of Baring Brothers,	52365	9	7	
In Bank of Nova Scotia,	10180	14	3	
Dalhousie college,	5000	0	0	
Inland Navigation company,	5000	0	0	
			87719	12 3
			1066704	18 9½
Total debt,				
Of which there has been incurred for the railway—				
For construction,	933515	11	8	
Interest on bonds to 1st January, 1859,	87860	0	0	
	1021375	11	8	
Less, earnings of railroad,	3769	11	3	
	1017606	0	5	
	£49098	18	4½	

There

There has been expended by the different departments under the control of the board of works, the sum of 31,031*l.* 10*s.* 7½*d.* There is a balance due the board to the 31st Decr., 1858, of 198*l.* 9*s.* 2*d.* They have received from the treasury 30,121*l.* 6*s.* 6*d.*, and from other sources 1854*l.* 7*s.* 5*d.*; and there is remaining unpaid for the several services, 7125*l.* 10*s.* 9*d.* The actual nett cost of the several works during the past is 33,749*l.* 6*s.* 11*d.*

(See appendix D.)

Your committee recommend that the report of the past year on this subject be adopted, and in future complied with—viz., that all monies accruing to the various establishments under the charge of the board be paid directly into the receiver general's office, so that the accounts of the board of works be made up entirely of disbursements, the credits to the department appearing in the account of the receiver general.

Your committee report the estimate furnished by the financial secretary, of the probable assets and expenditure of the province for the present year.

(See appendix E.)

Your committee are of opinion that all persons raising coals under the authority of any license or law of this province, should be required to make half yearly returns and payments of the duties thereon, so that the revenue for each year from that source may appear in the current yearly accounts.

Your committee report a list of monies undrawn for various services on the 31st December, 1858.

(See appendix F.)

All which is respectfully reported.

T. D. ARCHIBALD,	} Legislative council.
Chairman,	
JOHN CREIGHTON,	} House of assembly.
THOMAS KILLAM,	
Chairman,	
A. G. ARCHIBALD,	} House of assembly.
JNO. ESSON,	
EDW. L. BROWN,	
CORNELIUS WHITE,	

Committee room, 31st March, 1859.

A.

Balances due by collectors of light, impost and excise duties, 31st December, 1858.

	Due 31st Dec. 1858.	Since paid.
Annapolis,	£262 8 3	262 4 9
Amherst,	395 16 6	397 9 10
Antigonishe,	45 11 9	61 15 5
Arichat,	267 5 0	135 0 0
Advocate Harbor,	26 15 1	18 0 0
Barrington,	175 15 5	173 8 4
Do. former collector,	24 16 10	
Beaver River,	21 6 4	21 8 6

	Due 31st Dec 1858.	Since paid.
Bridgetown,	£217 1 4	217 1 4
Bridgeport,	10 2 10	10 0 0
Bear River,	60 2 4	60 2 4
Baddeck,	118 19 0	66 0 0
Canada Creek,	127 2 5	127 3 0
Church Point,	72 16 3	72 16 3
Clementsport,	45 19 11	46 0 4
Cornwallis,	405 12 2	405 12 2
Chester,	19 12 3	19 12 3
Cape Canso,	11 8 11	11 8 6
Do. Bigelow,	321 10 2	238 6 9
Canso Strait,	6 1 11	
Digby,	390 4 10	339 7 8
French Cross,	42 17 4	45 15 3
Great Bras d'Or,	4 5 6	0 10 0
Halifax,	36 14 1	
Do. light,	97 10 8	97 10 8
Harbour au Bouche,	18 8 6	17 0 0
Hantsport,	28 1 4	26 12 10
Horton,	105 15 5	48 0 0
Joggins,	59 14 2	59 14 2
Little River,	13 11 6	13 11 6
Liverpool,	291 8 8	282 3 6
LaHave,	45 6 2	
Do. former collector,	17 5 3	
Londonderry,	290 19 8	290 19 8
Lunenburg,	0 9 2	0 7 4
Maitland,	120 1 6	120 1 4
Mainadieu,	2 8 6	2 8 6
McNair's Cove,	35 9 11	35 0 0
North Sydney,	296 10 5	150 14 5
Pictou,	148 13 8	148 13 8
Parrsborough,	44 0 6	44 0 6
Do. former collector,	374 2 0	
Pugwash,	42 5 3	45 15 1
Port Hood,	23 19 0	9 9 7
Port Medway,	60 9 4	60 9 4
Do. former collector,	101 2 8	
Pubnico,	25 18 4	25 18 4
Ragged Islands,	42 14 3	42 14 3
Sydney,	154 2 8	135 12 2
Shelburne,	55 12 4	55 12 4
Ship Harbor,	51 1 7	25 0 0
St. Mary's,	19 6 9	19 6 9
St. Ann's,	7 1 4	7 1 4
Sandy Cove,	9 12 5	9 4 10
Tatamagouche,	29 16 8	29 16 8
Thorne's Cove,	35 14 2	35 14 2
Truro,	255 3 7	180 18 5
Tusket,	44 16 0	45 0 0
Walton,	13 5 6	13 5 0
Wilmot,	378 15 1	378 10 0
Wallace,	8 0 4	7 4 7
		Westport,

	Due 31st Dec. 1858.	Since paid.
Westport,	£69 6 7	70 5 5
Weymouth,	145 8 10	119 15 1
White Haven,	34 0 9	10 0 0
Yarmouth,	175 10 2	177 11 2
	<u>£6883 7 2</u>	<u>5560 5 3</u>

B.

Abstract of monies received by the receiver general on account of casual revenue, between the 1st January and the 31st December, 1858.

1858

January 19.	—	Received from the mining association for rent of mines, to 31st December, 1857,	£1875 0 0
22.	Ditto	secretary's office, on account of fees collected,	380 0 0
27.	Ditto	Cunard, Boggs & Cunard, on account of coal raised and sold,	6874 19 6
March 26.	Ditto	A. Patterson for rent of copper mine,	1 5 0
April 3.	Ditto	secretary's office, on account of fees collected,	200 0 0
June 19.	Ditto	A Patterson for rent of copper mine,	1 5 0
July 6.	Ditto	secretary's office, on account of fees collected,	150 0 0
October 26.	Ditto	secretary's office on account of fees collected,	200 0 0
27.	Ditto	W. & S. Cunard, on account of coal raised and sold at the Joggins, Lingan, and Port Auconi, from 1854 to 1857,	1962 5 10
			<u>£11644 15 4</u>

Receiver general's office, Halifax, 31st December, 1858.

C.

Undrawn road monies, 31st December, 1858.

ANNAPOLIS.

No. 27	William Miller, 1858,	£7 10 0
33	William Inglis,	5 0 0
37	G. Van Blaicime,	5 0 0
		32 10 0
		8 6 9
45	Samuel Wesley,	0 4 11
55	N. Mott,	0 1 6
65	James Hardwick,	20 0 0
68	John Whitman,	0 1 6
135	Daniel Morse,	0 4 4
		0 4 11
145	Commissioners of streets,	10 0 0
	Unappropriated,	16 13 10

105 17 9

Colchester.

		COLCHESTER.		
No. 6	Michael Geddes,	£0	8	10
10	William McLeod,	2	8	0
22	John Archibald,	0	1	9
25	James McCabe,	12	10	0
55	Donald Green,	0	1	2
62	Adam McNutt,	7	6	11
80	William Dunlap, 2nd,	0	1	9
91	John Archibald,	0	1	0
99	James W. Stevens,	14	17	8
116	Simon Matatall,	2	0	0
128	John Langille,	3	0	0
133	Thomas McKay	0	0	3
153	Robert C. Fulmore	0	2	6
157	Jacob Durning,	9	6	3
158	George Hill,	2	0	0
173	E. A. Jones,	12	0	0
189	Robert McLean,	1	17	5
190	Thomas Morrison,	10	0	0
197	John McDormond,	0	1	9
209	Alexander Langille, 1857,	4	0	0
		3	0	0
			76	5 5
		CUMBERLAND.		
	Cyprian Davison,	0	0	1
2	Rozzele Stevens,	0	4	9
14	William Hurd,	0	0	6
17	Richard Woodland,	10	0	0
35	Lochiel Miller,	0	1	0
39	Kenneth McKenzie,	5	0	0
47	Andrew Forshner,	10	0	0
50	Kenneth Nicholson,	8	0	0
64	Ezra Black,	0	1	8
86	George Moffatt,	20	0	0
102	William Gibroy,	0	0	3
103	Ephraim Lamb,	26	13	4
111	Amos Dow,	0	5	0
127	James Gallagher,	2	10	0
			82	16 7
		CAPE BRETON.		
13	George Rigby,	3	0	0
17	William Fife,	2	10	0
22	John McNeil,	0	8	0
23	Neil McNeil,	0	6	0
43	Angus McDonald,	5	0	0
56	William Cusock,	0	5	3
59	William Stevens,	7	14	7
63	John McDonald,	5	0	0
66	Donald O'Handley,	10	0	0
72	Allan O'Handley,	10	0	0
74	Michel Murphy,	0	0	6
75	Angus McIntyre,	10	0	0
76	Cornelius Sullivan,	2	10	0

No. 79	John McKenzie,	£0	2	0	
85	Kenneth McLennan,	0	0	6	
92	Donald McMullen,	7	10	0	
97	John McCormick,	10	0	0	
98	James Pench,	5	0	0	
101	Hugh McDonald,	0	0	6	
102	Thomas Doyle,	6	0	0	
103	John McDonald,	9	13	3	
108	Hector McNeil,	2	6	6	
112		0	7	11	
	Unappropriated,	0	10	2	
					98 5 2
DIGBY.					
25		8	0	0	
28	George Cook, senr ,	8	0	0	
39	Alex. Mallett,	10	0	0	
47		7	0	0	
54	David Rice,	25	0	0	
60		5	0	0	
84		10	0	0	
	Unappropriated,	9	5	5	
					82 5 5
GUYSBOROUGH.					
14		6	16	3	
22		6	19	11	
36		0	0	0 $\frac{1}{2}$	
52	Ephraim Taylor,	0	0	0 $\frac{1}{2}$	
49	William P. Scott,	1	16	8	
					15 12 11
HALIFAX.					
2	B. Wier,	0	5	9	
7	Ephraim Burgess,	0	2	2	
8	Isaac Isener,	2	1	9	
28	John Drysdale,	5	0	0	
33		9	0	10	
46	James Fraser,	5	0	0	
47		67	8	7	
					88 19 1
HANTS.					
7	William McDougall,	0	0	1	
14	John McDougall,	5	0	0	
15	David McKenzie,	0	4	0	
16	James Fraser,	5	0	0	
19	John McDougall,	15	0	0	
22	John Meek,	0	2	6	
34	Patrick Walker,	0	3	6	
42	E. Taylor,	4	0	0	
48	L. Sweet,	20	0	0	
	Unappropriated,	0	0	1	
					49 10 2
Inverness.					

		INVERNESS.		
No.			£6	0 0
4	Alexander McDonald,		0	16 10
17	Hugh McDonald,		0	0 6
21	D. McDonald,		20	0 0
41	Angus Campbell,		15	0 0
45	John Muncey,		5	0 0
72	G. C. Laurence,		5	0 0
81	Angus Campbell,		5	0 0
82			0	2 0
119	Hugh		15	0 0
131	Alexander Chisholm,		90	0 0
136	G. C. Laurence,		6	10 8
142	Allan McIsaac,		0	0 4
147	John Ross,		10	16 6
149	John McFarlane,		83	19 6
	Grants previous to 1858,		<hr/>	
			263	6 4
KINGS.				
			0	2 0
14	Alexander McConnell,		4	10 0
18	Enoch Arnold,		0	3 0
39	Enoch Palmer,		0	0 6
50	Moses Brown,		5	0 0
54	Sydney Shaw,		5	0 0
55	Benjamin Palmer,		4	10 0
68	Ephraim Kinsman,		4	0 0
83			3	18 10
117			0	3 6
129			0	10 0
130	William Patterson,		0	5 0
142	Manly Goudger,		50	0 0
145			<hr/>	
			77	18 4
LUNENBURG.				
			5	18 7½
	Joseph Wyman,		0	1 9
85	John Kidy		0	3 9
124	Thomas Fisher,		8	0 0
125			0	14 9
126	Andrew Wile,		10	0 0
136	George Zwicker,		5	0 0
145	John Rhinard,		0	9 11
147	Frederick Corkum,		0	2 0
149	Jacob Romkey,		4	9 6
	Unappropriated,		<hr/>	
			35	0 1½
PICTOU.				
			0	1 0
4			15	0 0
50	William Murdoch,		0	3 6
65	Alexander Fraser,		<hr/>	
			15	4 6
QUEENS.				
			1	2 6
16	1856,		0	4 8
	Kirtis Kempton, jr., 1858,			

No. 37	Spencer Cahoon,	£0	0	3		
39	John Bayley,	0	4	3		
83	John Cahoon,	5	0	0		
84		5	0	0		
		<hr/>			£11	11 8
RICHMOND.						
3	Alexander McPherson,	0	0	0½		
13	Jeffrey White,	0	16	0		
23	Alexander Chisholm,	0	4	0		
25	Josiah Hooper,	4	4	5		
40	David Murphy,	0	3	0		
47		32	8	10		
64	Ganah Condon,	7	10	0		
110	Wingate Dorey,	0	0	6		
		18	12	4		
		<hr/>			63	19
SYDNEY.						
3	Alexander McDonald,	0	4	7		
29	Donald McLennan,	0	0	5		
55	Alexander McDonald,	0	0	2		
59		6	10	6		
		<hr/>			6	15 8
SHELBURNE.						
24	Hugh McKay,	0	6	0		
81	Daniel Crowell,	10	0	0		
89	Joel Worthen,	6	0	0		
		<hr/>			16	6 0
VICTORIA.						
3	David Hartigan,	0	0	0½		
5	F. W. McKenzie,	0	9	3		
22		30	0	0		
30	John McNaughton,	0	1	3		
35	F. W. McKenzie,	0	0	0½		
44	Roderick KcKenzie,	0	12	0		
53	Hector McNeil,	10	0	0		
50	Donald Gillis,	0	4	0		
		<hr/>			41	6 7
YARMOUTH.						
1857,		1	0	0		
57	Amos Pitman,	0	1	0		
	Unappropriated,	10	0	0		
		<hr/>			11	1 0

D.

Statement of monies paid on account of the several establishments under the control of the board of works in the year ending 31st December, 1858—the credits to the different works—the payments for arrears to December, 1857, and the net cost of each establishment for the year 1858.

ESTABLISHMENTS.	Paid in 1858.	Credits in 1858.	Arrears due in 1857.	Paid on account of 1858.	Unpaid accounts Dec. 31, 1858.	Total cost for year 1858.
Government house,	£625 19 6½		126 19 10	499 19 8½	1021 16 3	1521 15 11½
Province building,	391 4 8		21 2 0	370 2 8	303 0 10½	673 3 6½
Penitentiary,	1520 15 11½	40 0 7½		1501 6 3½	133 19 3½	1635 5 7
Insane hospital,	15480 18 8½	2 10 2	1396 15 9½	14081 12 9	3865 14 1	17947 6 10
Sable Island,	1207 14 7	609 2 2	64 1 7	534 10 10	178 8 0	712 18 10
Schooner Daring,	1026 15 5½	191 0 0	6 6 0	829 9 5½	193 0 7	1022 10 0½
Schooner Lady Vivian,	408 19 7	55 3 5½	0 6 3	353 9 10½	4 14 5	358 4 3½
Light houses,	9498 4 4	843 11 8	1066 13 4½	7587 19 3½	1419 14 8	9007 13 11½
Board of works,	869 17 9½	3 0 0	1 12 6	865 5 3½	5 2 7	870 7 10½
	£31031 10 7½	1744 8 1	2683 17 4	26623 16 2	7125 10 9	33719 6 11
	Less credited to penitentiary in 1857,					
			£2663 6 4½			

E.

ESTIMATE FOR 1859.

Balance in hands of the receiver general, 31st December, 1858,	£1223	2	5
Due from collectors of colonial duties,	6795	0	0
Casual revenue,	5000	0	0
Canada, New Brunswick and P. E. Island, for lights,	1324	0	0
Counties for advances for road service,	1049	0	0
	<hr/>		
	15391	2	5

Probable receipts.

From Collectors of excise at Halifax,	£122000	0	0
Collectors light duty,	6697	0	0
Collectors of excise at outports,	25000	0	0
Casual revenue,	10750	0	0
Distilleries,	10952	0	0
	<hr/>		
	175399	0	0
	<hr/>		
	190790	2	5
Deduct undrawn monies for roads and bridges,	992	19	7
ditto for other services,	38808	0	0
Railway land damages deposited in treasury,	1352	8	10
	<hr/>		
	36653	8	5
	<hr/>		
	154136	14	0

Deduct ordinary and legislative appropriations, viz :

Salaries of lieut. governor and public officers,	15740	0	0
Legislative expenses,	10000	0	0
Revenue department at Halifax, salaries of out- post collectors and commissions,	10437	0	0
General education,	18000	0	0
Interest on funded debt,	4968	0	0
Do. to be provided for railway bonds,	56000	0	0
Support of light houses,	9000	0	0
Do. Sable Island,	400	0	0
Provincial penitentiary,	1000	0	0
Public buildings,	800	0	0
Poor asylum,	2050	0	0
Rations to troops,	50	0	0
Transient paupers,	300	0	0
Halifax dispensary,	50	0	0
Indians,	400	0	0
Post communication,	6000	0	0
Drawbacks,	3500	0	0
Packets and ferries,	1300	0	0
Road compensation,	500	0	0
Casualties,	1000	0	0
	<hr/>		
	1500	0	0
Board of works,	15000	0	0
Miscellaneous,	3000	0	0
	<hr/>		
	159495	0	0

F.

Undrawn monies, 31st December, 1858.

Steamboats, packets and ferries,	£1100	10	0
Salaries,	3966	5	0
Education,	1098	15	3
Revenue expenses,	4284	12	9
Navigation securities,	1469	10	7
Post communication,	988	14	2
Agriculture,	315	0	0
Public printing,	15	0	0
Miscellaneous,	320	0	0
Interest,	20250	0	0
	£33808	0	0

No. 53.

CORNWALLIS BRIDGE.

The committee appointed to consider the memorial of John Lingley and Abraham Newcomb, commissioners of the Cornwallis bridge, report:

That since the committee was appointed, £600 of the £1527 due, according to the memorial, has been borrowed on the bond of the members of the county, and paid over to the contractors, leaving a balance unpaid of about £927 still unprovided for. They recommend this sum to be borrowed on the pledge of the road monies of the county, to be repaid in equal sums from the grants of 1860 and 1861.

THOMAS KILLAM,
A. G. ARCHIBALD,
W. YOUNG,
B. WIER.

No. 54.

RECORD COMMISSION.

The committee to whom the report of the commissioner of public records was referred, have carefully examined the accounts and other papers relating to the commission

Your committee find that the work has rapidly progressed, and that upwards of seventy folio volumes of manuscripts have been selected and bound up. But that time did not permit of the commissioner completing the indexes or catalogues of the whole.

That the papers of the government of Cape Breton, together with a large and valuable collection of documents connected with the census of the province during the last eighty years, and other valuable documents, yet remained to be arranged and classified. Your committee are of opinion that the work should be prosecuted to completion, in order to make available that which has already been accomplished, and that its continuance for the present year is indispensable to the public service, we therefore beg to recommend that the commissioner continue his researches and labors, and proceed with his work to completion, which we believe can be accomplished during the year.

That the commissioner's report be printed in the journals, with copies of the catalogues.

That his excellency the governor be respectfully requested to advance from the treasury, to the commissioner, during the recess, towards the payment of those engaged in the work of the commission, any sum in the whole not exceeding 50*l.*, beyond the total expenditure of last year, and this house will provide for the same, and any other outlay which his excellency may find necessary in accomplishing the work in hand during the recess.

That his excellency also be respectfully requested to procure, if possible, from the archives of Canada, copies of such papers as may be found necessary to complete our files, and to advance from the treasury, during the recess, any further sum required to pay for obtaining such copies, and also the copies of papers sent for by him last year, from the state paper office in London, under the resolution of this house during the last session.

We also recommend that the expenses of the commission for the last year be granted and paid, viz :

Expenses of labour, printing and binding, per vouchers,	£193 15 2
To commissioner,	160 0 0
	<hr/>
	353 15 2
Advanced to commissioner,	249 7 0
	<hr/>
Balance due	£59 8 2

With respect to the publication of public documents, the committee do not recommend the house to take any action upon that subject during the present session.

JOSEPH HOWE,
T. D. RUGGLES,
CORNELIUS WHITE.

DESCRIPTIVE CATALOGUE OF BOOKS IN THE IRON SAFE OF THE
PROVINCIAL SECRETARY'S OFFICE, HALIFAX, JANUARY, 1858.

Arranged according to date, description of the books, dates of their first and last entry and other remarks—containing :

1. Minute books of his majesty's council.
2. Letter books from 1719 to 1791.
3. Commission, order and license books.
4. Cape Breton books.
5. Grant books.
6. Catalogue of several land books.
7. Miscellaneous books.
8. Books containing minutes of his majesty's council in general assembly convened.
9. Catalogue of royal commissions to governors and other persons, deposited in the top shelf. Since removed and placed in boxes.

I. Books containing minutes of his majesty's executive council.

No. of book as arranged by Record Comm'r.	Description of book as known at secretary's office.	Date of beginning.	Date of last entry.	REMARKS.
1	A—a parchment covered book,	14 July, 1749,	26 October, 1753,	Not indexed.
2	B—a parchment covered book, with red,	3 Nov. 1753,	17 July, 1757,	Indexed.
3	C—parchment, covered with red cloth,	17 August, 1757,	21 August, 1766,	Part of index torn cut.
4	D—land grant book, smaller book parchment covered,	22 May, 1761,	17 Sept. 1763,	No index.
5	Intestate estate book.	4 March, 1761,	19 Feb'y, 1781,	No index, and torn, requires binding.
6	D—bound in brown calf,	23 August, 1766,	6 October, 1783,	Indexed.
7	E—marked No. 7,	10 October, 1783,	24 Decr. 1798,	Copious index.
8	F—bound in calf and marked No. 8,	28 January, 1799,	30 August, 1809,	Indexed.
9	G—bound in calf,	28 August, 1805,	23 Decr. 1815,	A small index attached.
10	A rough calf folio,	10 January, 1816,	9 October, 1820,	Indexed.
11	I—a rough calf folio,	1 Dec'r 1820,	30 Decr. 1825,	Well indexed.
12	A rough calf folio,	23 January, 1826,	4 October, 1833,	Well indexed.
13	Respecting intestate estates,	20 Feb'y, 1826,	30 August, 1839,	Indexed, and in good condition.
14	Calf bound folio,	10 Decr. 1832,	15 Decr. 1857,	This book about half blank. Indexed.
15	Respecting intestate estates,	15 October, 1839,	29 Sept'r. 1842,	About half blank.
16	Roan binding,	23 January, 1838,	24 April, 1841,	No index.
17	Roan binding,	24 April, 1841,	30 January, 1847,	No index.
18	Roan binding,	30 Decr. 1846,	8 July, 1851,	No index.

II. Descriptive catalogue of Letter Books.

No. of book by Record Comm'r.	Description of book as known at secretary's office.	Date of commencement.	Date of ending.	REMARKS.
No 1	Old Annapolis letter book, a parchment vol.	2 January, 1710,	8 June, 1742,	Containing letters to the board of trade, to the secretary of state, and to individuals, but no communication entered from 11th August, 1721, to 8d June, 1727. See further particulars in remarks on commission book (No. 2) B.
2	Inland letter book.	2 Novr. 1753,	5 June, 1755,	Containing inland letters during those dates, correspondence on French affairs, and other matters.
3	Correspondence with English and French governors. (Inland.)	12 January, 1754,	5 October, 1756,	Only 57 pages of this book written—no continuance of it in any other book. It contains 18 letters altogether. There are one or two letters from the governor of Capo Breton. No index.
4	A parchment bound folio.	19 October, 1760,	16 October, 1784,	Containing letters to Sir Jeffrey Amherst to the governors on the continent and leading individuals in Nova Scotia, began during governor Belcher's administration, and ended when governor Parr administered, with the hon. R. Bulkeley, senr. councillor.
5	Governor Parr and secretary Bulkeley's letter book—a calf bound folio. (Inland.)	11 October, 1784,	14 Feb'y, 1791,	Containing letters to persons in the provinces. There are 258 pages in it, but only 112 pages written.
6	A small parchment bound vol.	14 October, 1782,	25 July, 1798,	Containing letters to the lords of the committee of privy council. The book seems to be complete so far as it goes, except letter 34, torn out, but marked on the margin in

7	Lords of trade. A.	27 Sept., 1763,	17 Decr., 1764,	the same hand writing—"A letter not necessary to be entered in this book." About one half of the book is left blank. About one eighth of this book is written, the rest is blank. It contains twelve letters to the lords of trade.
8	To the secretary of state.	7 October, 1763,	9 Novr., 1764,	Containing eight letters from governor Wilmot. The book has not been finished. It is in a tattered condition, and would require binding.
9	To the secretary of state.	2 May, 1765,	17 Sept., 1767,	Contains twenty letters. Book in a very tattered condition.
10	To secretary of state.	17 August, 1778,	19 Novr., 1779,	Contains from No. 4 to No. 29, letters of governor Hughes. Much damaged.

III. Descriptive catalogue of Commission, License and Order Books.

No. of book by Record Comm'r.	Description of book as known at secretary's office.	Date of commencement.	Date of last entry.	REMARKS.
1	Annapolis commission book. A.	25 May, 1720,	8 Decr., 1741,	Much damaged, some of it cannot be read—it seems to have been kept in loose sheets, and then bound. Several of the papers wanting. Find the index incomplete and incorrect.
2	Annapolis commission book. B.	16 June, 1742,	13 Novr., 1759.	Though marked on the back "commission book," contains principally the letters of P. Mascarine during the period of his administration at Annapolis Royal, with a few commissions and proclamations. It is in good condition, having been carefully kept. No index of its contents. (See descriptive catalogue, letters No. 2.)

Descriptive catalogue of commission, license and order books—continued.

No. of book by record comm'r.	Description of book as known at secretary's office.	Date of beginning.	Date of last entry.	REMARKS.
3	Commission book, license and order. C.	14 July, 1749,	13 Nov., 1759,	Containing important papers of a miscellaneous kind. It is divided into three sections—section I, page 1 to 150 has instructions, commissions, licenses, warrants and other documents issued by his excellency governor Cornwallis, or officers under him. Section II, pages 1 to 96 contains instructions, &c., &c., governor Hopson. Section III, page 1 to 175, contains many of the commissions, orders, instructions, &c., by his excellency governor Lawrence. (See remarks on No. 4, book D). Indexed, but index much damaged.
4	Commission book. D.	6 May, 1749,	4 June, 1766,	This book has been re-bound and contains two sections. (1) From page 1 to 88, contains many of the commissions issued by governor Cornwallis, and not recorded in No. 3, book C. (2) page 1 to 336, commissions by governors Hopson, Belcher and Wilmot, 30th March, 1766.
5	A small torn book,	13 August, 1849,	14 July, 1756,	Contains governor Cornwallis' certificates and accounts, with sloop's engaged in the service of government. It seems to have been partially destroyed for the sake of the blank paper—no index.
6	A parchment covered vol. marked order book.	20 August, 1739,	13 June, 1766,	This book contains copies of orders, commissions, letters, and other documents, copiously indexed.

6½	A thin marble covered book.	23 May, 1766,	23 Sept. 1766,	Both 6½ and 7, contain proclamations, warrants, commissions, &c., issued during the ministrations of governors Green, Campbell and Franklin—indexed.
7	Commission book—a thin covered book.	17 July, 1766,	19 May, 1768,	This book has been re-bound and indexed.
8	Commission book. F.	31 October, 1768,	6 Sept. 1781,	This book is in good condition, and indexed.
9	Commission book. G.	16 October, 1781,	1 August, 1783,	About one-eighth of this book unfinished. It contains commissions, proclamations, patents, advertisements, and other documents—copiously indexed.
10	Order book—a parchment covered folio.	18 Nov. 1768,	28 April, 1792,	About one fourth at the first of this book is left blank—it is in the handwriting of J. Gatuier, esq. It contains commissions, death warrants, licenses and other documents—no index.
11	Commission, license and order book. J.	1 January, 1795,	6 April, 1796,	Containing copies of instructions and commissions by governors in Nova Scotia, during the period between 1787 and 1809, proclamations, and other documents—copiously indexed.
12	Commission book. I.	25 August, 1787,	30 Dec. 1809,	Commissions, instructions, and other papers issued by governors—indexed.
13	Commission book. K.	1 January, 1810,	17 May, 1821,	In a pretty good condition, the index damaged, but well constructed—it has been much used.
14	Commission book. L.	17 October, 1821,	3 July, 1835,	Indexed, and in pretty good condition.
15	Commission book. M.	20 July, 1835,	19 Feb'y, 1849,	91 pages of this book written.
16	Commission book.	1850,	1853,	

IV. *Descriptive catalogue of Cape Breton Books.*

No. of book by record comm'r.	Description of book as known at secretary's office.	Date of beginning.	Date of last entry.	REMARKS.
1	Council minutes,	July, 1785,	17 July, 1787,	Nearly complete but much damaged—should be bound to save it—no index.
2	Council minutes. D.	13 October, 1787,	8 Dec. 1792,	The book is marked D, (B and C not yet found, but the connection seems to be complete without it, and the letter may have reference to some other books)—the book in a damaged state and requires binding—no index.
3	Council minutes.	3 Sept. 1789,	9 May, 1810,	(It will be observed that there is a want of 6 years council minutes from 1792 to 1798) This volume is much damaged—requires binding—no index.
4	Small vol. of council minutes.	7 May, 1810,	3 June, 1818,	In pretty good condition, but would require a little repair—it has a good index.
5	Council minutes.	30 June, 1818,	4 October, 1820,	62 pages of this book is written—no index.

V. *Descriptive catalogue of Grant Books.*

1	Grant book, 1731 to 1749, Annapolis Royal. 1.	23 June, 1783,	14 April, 1749,	This book contains besides grants, many deeds of conveyance, wills, and other documents executed in the time of the old governors at Annapolis. There are 150 pages written and in good condition—indexed by J. G., containing grantee's names, number of acres of district, date of grant, and page, in good condition.
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2	Grants, 1759 to 1760. A. 1.	2 May, 1759,	29 August 1760,	When the division of the departments of registry of deeds took place, several of the books containing deeds and grants were removed to the register office, and hence the break in the numbers. This book is only written on the right hand side of the page. Some places left blank with only the number of page. In other places the title and date of grant is only entered—indexed.
3	Grants, 1759 to 1763. B. 1.	{ Date Aug. 29, 1759, Register Oct. 1759,	{ Date 24 Aug. 1763, Reg. 14 Oct. 1763,	In good condition and indexed.
4	Grant book, 1761 to 1763. A a.	9 January, 1761,	17 Sept. 1763, 26 April, 1764,	Part of this book is old paper, another part modern, it is made up as if they had been kept in loose paper, many appear as if they were copied from other documents.
5	Grant book, 22d November, 1763, to 20th October, 1765.	24 Nov. 1763,	13 July, 1765, Reg. 1 Oct. 1765,	Containing grants from 1 to 166, in good condition. Two indexes to this book
6	Grant book, 12th Octr. 1763, to 28th April, 1768. 3.	12 October, 1763,	12 April, 1768,	This book contains grants and licences of occupation of lands, but the documents are not numbered as (No. 5, and 7). Indexed.
7	Grant book, from 16th August, 1765, to *7th October, 1767. 2.	13 July, 1765,	7 October, 1767,	Containing grants, numbered from 1 to 112, no index—in good condition, having been recently bound.
8	Grant book, 7th October, 1767, 11th January, 1772, 4.	7 October, 1767,	20 Decr. 1772,	*Prefixed to the book is a grant entered on the 29th Novr., 1845, not having been previously registered—it is written on modern paper.
9	Grant book, from 30th Sept. 1767, to 15th November, 1771. 4.	30 Sept. 1767,	15 Nov. 1771,	Book in good condition, but index much torn.
10	Grant book, from 31st July, 1772, to 20th November, 1775.	31 July, 1772,	29 Sept. 1775,	In good condition with index.
11	Grants and licenses, 1771 to 1775, December to December. 5.	4 Decr. 1771,	31 Dec. 1778,	In pretty good condition, index prefixed. In a torn state, requiring binding.

Descriptive catalogue of grant books—continued.

No. of book by record comm'r.	Description of book as known at secretary's office.	Date of beginning.	Date of last entry.	REMARKS.
12	Docquet of grants, 1750 to 1769. D.	22 Sept. 1750,	23 August, 1769,	Docquet of grants of land in the province of Nova Scotia from settlement of Halifax, in 1749 to 1769. The book about half written, index torn, but book itself in pretty good condition.—To be catalogued among miscellaneous land books.
13	Grant index, 1759 to 1772.	22 Sept. 1750,	3 August, 1759,	This book contains name of grantee, quantity of land, situation, when granted, rent reserved, when audited, quits rents, and when payable, 121 pages finished—indexed—index much torn.
14	Grant book, 1775 to 1783.	6 March, 1775, Reg. 15 Apr. 1775,	D. 31 Oct. 1765, R. 3 July, 1775,	In good condition and indexed. Prefixed to the book, and bound in with others is a grant to — on modern paper, and in Mr. Gautier's hand writing, with the following memorandum, viz: "original copy of this grant lay at the office, not finding it registered, this copy was made, after which the original was called for."
15	Grant book, 1783 to 1785, &c.	D. 27 Aug. 1783,	3 Oct. 1782, but registered 1785,	In pretty good condition and indexed. The last entry was registered in 1785, though dated 1782.
16	Grant book, 1784 to 1785 B.	D. 20 Feb'y, 1784,	D. 1 April, 1785,	Indexed, and in a torn condition.
17	No title on the back of this book, it is a large folio.	3 Nov. 1785, 1 October, 1784,	2 Feb. 1787, 30 Nov. 1785,	Grants in this book numbered from 1 to 94.
18	1784.			Torn index, book itself much damaged.

19	1784,	20 Feb'y, 1784,	1 Oct. 1784,	Numbered from 1 to 69, and indexed. At the end of this book there are a number of grants not the same size as the others, they seem to have been put in after the book was made up. Indexed. The book requires binding.
20	1787 to 1792,	2 Feb'y, 1757,	2 Dec. 1757,	
21	Grant book, 1784 to 1787,	22 March, 1784,	4 Dec. 1787,	Indexed and in good condition.
22	Grants, 1793—1807	13 April, 1793,	14 July, 1807,	Containing 64 grants with index—the whole book in a tattered condition.
23	Grant book, 1793 to 1807,	1 April, 1793,	14 July, 1807.	Containing 147 grants—index—the whole book in a tattered condition.
24	A. 1808—1811,	18 Nov. 1808,	9 May, 1811,	Containing 156 grants and plans, annexed to each grant—indexed and in good condition.
25	B. 1811 and 1812.	29 May, 1811,	4 Feb. 1812,	Containing 128 grants. The grant dated 4th February, is marked "error, see page 96" and there the same grant is fully executed. The book is indexed.
26	Grant book, C, 1812—1813,	24 April, 1812,	12 May, 1813,	Contains 107 grants, indexed and in good condition.
27	Grant book, D, commencing 12 May, 1813, ending 25 May, 1814.	12 May, 1813,	9 June, 1814,	Contains 130 grants. There is one placed at the end not numbered, and has no plan annexed, but is otherwise complete—the book indexed, but index much torn.
28	Grant book, E, 1814 and 1815,	9 June, 1814,	3 July, 1815,	Containing 152 grants, the last two or three have no plans annexed, the last one is dated 19th April, but the one next to it is 3rd July—indexed, but index torn out and the leaves loose.
29	Grant book, F, 1815 and 1816,	3 July, 1815,	7 May, 1816,	The first entry seems to be a confirmation of some old grant respecting markets in Windsor, with a pencil memorandum, "see minutes of council book, C., page 517." The second entry is dated 26th June, 1815. It contains 146 grants, a torn index, and the book much in want of repair.

Descriptive catalogue of grant books.—continued.

No. of book by Record Comm'r.	Description of book as known at secretary's office.	Date of commencement.	Date of last entry.	REMARKS.
30	Grant book, G, 1816 and 1818,	26 June, 1816,	11 Dec. 1817, 21 January, 1818,	Containing 141 grants, the four next to the last are dated 21st January, 1818—indexed and in pretty good condition.
31	Grant book, H, 1818 and 1819,	21 Jan. 1818,	3 Nov. 1819,	Contains 142 grants, indexed, requiring repair
32	Grant book, I,	20 April, 1820,	28 April, 1821,	Contains 119 grants, indexed.
33	Grant book, K, 1821 and 1824,	28 April, 1821,	2 Feb. 1824,	Containing 119 grants, indexed.
34	Grant book, L, 1824 and 1827,	27 April, 1824,	7 March, 1827,	Containing 125 grants, indexed.
35	Grant book, M, 22 March, 1827, 26 May, 1828,	22 March 1827,	16 May, 1828,	Containing 151 grants, indexed—the index partly in front, and partly at the end of the book.
36	Grant book, N, 1828—1829,	16 May 1828,	19 Feb. 1829,	146 grants in good condition, indexed—the index part at the beginning, and part at the end of the book.
37	Grant book, O, 1829—1831,	19 Feb. 1829,	7 April, 1831,	145 in good condition.
38	Grant book, P, 1831—1833,	29 April, 1831,	9 April, 1833,	Containing 118 grants, with index.
39	Grant book, Q, 1833—1835,	18 June, 1833,	19 August 1835,	95, indexed.
40	Grant book, R, 1832—1835. By purchase.	18 Sept., 1832,	4 May, 1835,	216 grants,
41	S.	18 May, 1835,	11 April, 1838,	162 grants; the book in good condition.
42	Grant book, T.	19 August, 1835,	10 August, 1838,	119 grants.
43	Grant book, U. Joint grants, Cape Breton Island, &c., &c., &c. 1838 to 1848. Joint grants.	10 August, 1838,	28 January, 1848, 85,	about one eighth of this book is blank.
44	Grant book, V, commencing 31 July 1838, ending 31 January, 1840,	23 July, 1838,	31 January, 1840, 237,	the book in good condition, and indexed.
45	Grant book, W, 6 April, 1840, 19 September, 1842,	3 April, 1840,	19 Sept. 1842,	262 grants indexed.

46	Grant book, X, 19 September, 1842 to 7 February, 1845,	19 Sept., 1842,	7 Feb 1845,	305 grants, the book in good condition. Indexed.
47	Grant book, Y, 18 March, 1845, 24 July, 1846,	18 March, 1845,	25 July, 1846,	276—indexed.
48	Grant book, Z, 28 July, 1846, to 26 August 1846,	28 July, 1846,	26 August, 1847,	286—indexed.
49	Grant Book, A a,	26 August, 1847,	21 Nov. 1848,	283 grants.
50	Grant book, B b,	21 Nov., 1848,	21 March, 1850,	Contains 213.
51	Grant book, C c,	21 March, 1850,	29 August, 1851,	238 grants—indexed on a separate book for C c, D d, E e, F f.
52	Grant book, D d,	29 August, 1851,	16 Jan. 1853,	Contains 217 grants—see remarks on index, No. 51, C c.
53	Grant book, E e,	2 March, 1853,	6 Dec. 1853,	241.
55	F f	6 Dec. 1853,	18 March, 1854,	The last four have a complete index in one vol.

VI. Descriptive catalogue of miscellaneous land books.

1	A bound vol. No title or title page,	8 April, 1765,	7 Feb'y, 1775,	This book contains principally abstracts from the registrar's office for the town of Horton, with dates of registry, names of parties and dates of deeds, lands conveyed and consideration fees—largely indexed. At the end of the book there is a beginning of the same system for some other counties
2	Parchment covered book. Warrants to survey,	25 Sept., 1766,	28 July, 1785,	About one-half of this book written, and contains warrants by the governors to survey certain lands during the period between 1766 and 1785, they are nearly all numbered from 1 to 137.

Descriptive catalogue of miscellaneous land books—continued.

No. of book as arranged by Record Comm'r.	Description of book as known at secretary's office.	Date of beginning.	Date of last entry.	REMARKS.
3	License book for occupation of land, No. 7.	28 January, 1779,	10 October, 1791,	177 pages or half this book written, indexed and in pretty good condition. On the last written page, the following memorandum appears in Mr. Gautier's hand writing—“N.B.—This book was mislaid for some years, and accidentally found in a dark damp closet in Mr. Bulkeley's office—continuation in a marble covered book, No. 2, put and kept in this book.”
	Docquet of grants, 1759, to 1769. D,	22 Sept. 1750,	23 August, 1769,	Docquets of grants of land in the province of Nova Scotia, from settlement of Halifax, in 1749 to 1769. The book about half written, index torn, but book itself in pretty good condition—catalogued,—see grant book, No. 12.
4	Docquets of grants entered in the auditor's office, 1773 to 1775—a small parchment bound book,	27 Feb'y, 1773,	21 Nov. 1775,	In good condition, no index, about half written.
5	Warrant book of survey,	11 Novr., 1808,	March, 1832,	About one-eighth of this book not written, torn—indexed.
6	Warrant book, Old allotment book of Halifax,	4 March, 1821, 1749,		No date can be assigned to this book's last entry, it is in such a torn condition that it had to be sealed up to prevent it from falling to pieces. It would require to be copied or bound, or both.

VII. *Descriptive catalogue of miscellaneous books.*

1	A thin paper folio,	4 July, 1788,	15 Nov. 1781,	A memorandum of the vessels arriving at Halifax harbour between those dates, with the names of their masters and crew, with other memoranda.
2	A thin folio,	1 January, 1760,	8 January, 1765,	Containing warrants by the governors to draw from the treasury the sums named for support of government. A parchment covered book in good condition, one-half of it written—it seems to have been discontinued when old funded debt was discharged or transferred. This book contains the names of the persons to whom the warrants were granted, and dates. The purpose for which each were granted. Date of drawing and sum.
3	Cash warrant book,	13 Feb'y, 1765,	7 Feb 1768,	
4	Cash warrant book,	10 Nov'br. 1768,	10 January, 1777,	
5	Stock book, B. Green, 1789,	1 January, 1789,	30 June, 1797,	
6	Entry of cash warrants drawn on treas'y.	23 Sept., 1799,	21 Decr., 1805,	
7	Registry of bonds,	2 June, 1817,	10 January, 1820,	

VIII. *Descriptive catalogue of books containing minutes of his majesty's council, in general assembly convened.*

1	Minutes of council, 1758 to 1763,	2 October, 1758,	21 July, 1763,	This book is in a tattered state and no index.
2	Council minutes, 1763 to 1769.	19 October, 1763,	9 Nov. 1776,	A parchment bound volume in good condition, no index.
3	Minutes of council, 1770 to 1776,	6 June, 1770,	29 June, 1776,	No index, a parchment bound volume, the parchment damaged.
4	Minutes of council in general assembly, 1777 to 1783,	6 June, 1777,	15 October, 1783,	A parchment bound volume in good condition, no index, about one half written.

IX. *Catalogue of royal commissions to governors and other persons, deposited on the top shelf of iron safe in the provincial secretary's office, January, 1858, since removed to box No. 2.*

No.	To whom addressed.	Date of commission.	Remarks.
1	To Sir George Provost, as governor general N. America.	21st October, fifty-first year of the reign of Geo. III.	A small piece of the seal only remaining.
2	To Sir George Provost, Sir John Cope Sherbrooke and Alexander Croke, doctor of civil laws, and judge of the court of vice admiralty, and other persons.	29th October, in the fifty-fourth year of the reign of George the III.	A commission to try pirates.
3	To the Earl of Dalhousie, as governor general of British America.	26th April, in the first year of the reign of George the IV.	Seal taken off.
4	To Matthew Lord Aylmer, as governor general.	20th August, in the second year of the reign of Wm. the IV.	
5	To the Earl of Durham, as lord high commissioner of British N. America.	6th February, in the first year of the reign of queen Victoria.	
6	To the governor of the province, members of the council, judges of the province, and other persons.		Commission to try pirates.
7	To the governors of the province, judges and others.	1st February, in the second year of queen's Victoria's reign.	Commission to try pirates.
8	To Charles P. Thompson, esq. as gov. general.	6th September, in the third year of the reign of queen Victoria.	
9	To Sir Charles Bagot, as governor general.	4th February, in the sixth year of the reign of queen Victoria.	
10	To Charles Theophilus Metcalfe, as gov. genl.	7th October, in the fifth year of the reign of queen Vict.	
11	To Charles Murray, Earl Cathcart, as governor general.	29th May, in the ninth year of the reign of queen Victoria.	
12	An extra commission respecting oaths to be administered to officers under him, to Charles Murray, Earl of Cathcart.	16th March, in the ninth year of the reign of queen Victoria.	
13	To Sir John Cope Sherbrooke, as governor general.	10th April, in the fifty-sixth year of the reign of Geo. III.	Seal taken off.
14	To Sir John Colborne, as governor general.	13th December, in the second year of the reign of queen Victoria.	

X. *A list of manuscript books presented to the province by the heirs of the late Sir Charles M. Wentworth, bart :*

No.		Date of first entry.	Date of last entry.	Remarks.
1	Letter book of Sir John Wentworth, lieut.-governor of New Hampshire, and surveyor of woods.	17 June, 1767.	Portsmouth, U. S., 18 Oct., 1770.	
2	Do.	Portsmouth, 2 November, 1774.	Barnes' street, London, May 15, 1778	A considerable portion of this book blank.
3	Do.	Halifax, 16 May, 1792.	Halifax, 17 Novbr 1793.	
4	Do.	30 November, 1793	21 December, 1796	
5	Do.	21 December, 1796	15 January, 1800.	
6	Do.	17 January, 1800.	25 January, 1805.	
7	Do.	28 March, 1805.	31 December, 1807	This book is but half written up.

LIST OF MISSING BOOKS.

January, 1858.

1. The original book of registry of the settlers of the town of Halifax, 1749.
2. An old French register of marriages and deaths at Annapolis.
3. A book containing the proceedings of the committee of the society for propagating the Gospel in foreign parts.
4. The original letter book of governor Cornwallis, 1749—53.
5. Original letters of general Wolf to the governor in Halifax.
6. The original manuscript account of a tour and survey made by the late Titus Smith in the province in 1801—3.

No. 55.

PUBLIC PRINTING.

The committee appointed to examine the accounts for public printing, beg leave to report. The following accounts have been submitted to your committee, viz :

Queen's printer's account for 31st December, 1857, for miscellaneous printing to 31st Decr., 1858,	£714	4	9	
Ditto printing blanks financial secretary's office,	52	11	6	
Ditto ditto receiver general's office,	14	2	6	
Ditto ditto excise department,	43	5	0	
Ditto ditto customs department,	23	0	0	
Ditto ditto legislative council,	129	15	3	
Ditto ditto crown land department,	69	10	0	
	<u>£1046</u>	9	0	
The queen's printer has received	475	0	0	
Balance due queen's printer,				£571 9 0
William A. Penney's account for printing for house of assembly,	515	16	5	
Mr. Penney has received	250	0	0	
Balance due Mr. Penney,				265 16 5
Also, sundry accounts, viz :				
Messrs. Compton and Bowden,	28	1	4	
Also, small bill advertising,	5	19	8	
A. Grant 1 <i>l.</i> 17 <i>s.</i> 6 <i>d.</i> also, 28 <i>l.</i> 15 <i>s.</i> 0 <i>d.</i> ,	30	12	6	
Thomas Annand, 5 <i>l.</i> 10 <i>s.</i> 0 <i>d.</i> house of assembly, }	32	3	9	
Ditto 26 <i>l.</i> 13 <i>s.</i> 9 <i>d.</i>				
Ritchie & Bulger, 2 <i>l.</i> 8 <i>s.</i> 9 <i>d.</i> house of assembly, }	10	0	9	
Ditto 6 <i>l.</i> 2 <i>s.</i> 0 <i>d.</i> 1 <i>l.</i> 10 <i>s.</i> , pro. sec. office, }				
Provincial Wesleyan, 10 <i>s.</i> , 11 <i>s.</i> 6 <i>d.</i> , 7 <i>s.</i> ,	1	8	6	
A. Lawson, 1 <i>l.</i> 16 <i>s.</i> 3 <i>d.</i> ,	1	16	3	
E. M. McDonald,	4	13	9	
Casket office,	1	0	0	
William A. Penney,	1	5	0	
James Barnes, 1 <i>l.</i> 5 <i>s.</i> 0 <i>d.</i> and 20 <i>s.</i> ,	2	5	0	
H. Blackadar, 20 <i>l.</i> 10 <i>s.</i> 0 <i>d.</i> }	25	12	6	
Ditto 1 <i>l.</i> 10 <i>s.</i> 0 <i>d.</i> }				
Ditto 3 <i>l.</i> 12 <i>s.</i> 6 <i>d.</i> }				
Christian Messenger office, 13 <i>s.</i> 9 <i>d.</i> }	5	18	9	
Ditto 5 <i>l.</i> 5 <i>s.</i> 0 <i>d.</i> }				
Liverpool Transcript, S. J. M. Allan,	2	0	0	
Western News, to A. Calnet,	5	10	9	
New York Albion,	3	2	6	
G. E. Morton & Co,	11	5	0	
	<u>172</u>	16	0	

The queen's printer's accounts are in conformity to the charges heretofore established.

Mr. Penney's account is in conformity to his contract.

Amount

Amounts to be provided for and which the committee recommend to be paid.

To the queen's printer for balance due him,	£571 9 0
William A. Penney,	265 16 5
Sundry sums per statement.	172 16 0
	£1010 1 5

One thousand and ten pounds one shilling and five pence.

All which is respectfully submitted.

J. J. MARSHALL, chairman.

Committee room, 31st March, 1859.

No. 56.

RAILWAY ENGINEER.

(COPY.)

54 Williams street, New York,

August 4th, 1859.

JOHN A. POOR, ESQ., New York.

SIR,—

In regard to the application for my services as an engineer in Nova Scotia, I will submit the following proposition:

I understand the duties required are an inspection of the work done on the various railways in that province, with a view to ascertaining if it has been done in accordance with the specifications and contracts. An investigation into the manner in which the money has been expended, and a classification as to the items, an estimate as to the probable amount required to complete, and also, of the business likely to result from the completion, and a detailed report of the whole.

I would be willing to undertake it upon the following terms:

That all books, papers, estimates, &c., necessary, be placed at my disposal, and such assistance as I may require from the officers and engineers of the work be rendered me.

That I be paid at the rate of *one hundred and fifty* pounds currency per month for the time I may be engaged, and in addition my expenses be paid. My time to commence when I leave New York, and to continue until my return here; with the understanding that when I leave here I am to proceed at once to engage in the duties, and on their completion that I am to return without delay.

That on completion of the services, and rendering of the report, I am to be paid the amount due in full at once.

That if this proposition be satisfactory, I be officially notified of the fact by the provincial secretary or other proper officer, in a letter of instructions, specifying the duties I am expected to perform, the time when it is desired I should commence, and the acceptance of this proposition, specifying the terms, &c., that there may be a full and perfect understanding on both sides in regard to it.

I should also desire that this be acted upon as soon as convenient, in order that I may make arrangements as to anticipated engagement.

I have, &c.,

P. S. LINCOLN, civil engineer.

(Copy.)

(COPY.)

Western railroad office,
Boston, September 23rd, 1857.

TO WHOM IT MAY CONCERN.

I have known Mr. James Laurie, C. E., since the year 1832, at which period he acted in capacity of an assistant engineer in the preliminary surveys of the railroad from Providence, R. I., to Stonington, Ct.

I have had personal knowledge of Mr. Laurie in his profession from that time to the present, say 25 years.

I have had opportunities from time to time of knowing from the employers of Mr. Laurie, directors and managers of railways, and others, the estimation in which he has been held by them as an engineer, while engaged in their service.

To his character as a man, and one of the best and most reliable kind, I can testify from my own personal knowledge of him, and also from the representations of many others who have had the best opportunities of becoming acquainted with him, and knowing his high qualifications.

I say, therefore, that I can with entire confidence state that Mr. Laurie is a high toned man, distinguished for integrity, and one to be depended upon in all respects.

As an engineer, I consider him one of the very best we have ever had amongst us, possessing both theoretical and practical knowledge in his profession, of great experience in the practise of it, of sound judgment, and the possessor of a qualification to which all honest men will attach great importance as a characteristic of an engineer, a truly independent man, and one who will be found on all occasions to rely entirely on the convictions of his own mind in the discharge of his duties to his constituents.

W. H. SWIFT.

No. 57.

TRANSIENT POOR, &c.

The committee of relief have agreed to report as follows :

They recommend the following sums to be paid :

To the overseers of Cornwallis—

Dr. Hamilton,	£3 10 0
P. Brown, in full,	7 10 0
C. E. Lockwood,	0 16 3

£11 16 3

To the overseers of Liverpool—

Board of Eliza Anderson,	27 8 11
Passage to Halifax of ditto,	1 0 0
Clothes, ditto,	1 19 2
Drs. Farish and Forbes,	0 10 0
Expenses in Halifax,	0 12 6
3 months advance to commrs. lunatic asylum,	6 10 0

38 0 7

Board, James Smith,	2 2 6
Clothes, ditto	1 13 0

41 16 1

To

To the overseers of Granville—			
McDonald,	£1	13	4
Dr. Parker,	3	5	0
	— — —		£4 18 4
To the overseers of Onslow—			
Coughlan,	4	13	9
Removing ditto,	2	0	0
	— — —		6 13 9
To John Comerford, Sydney, C. B.,			1 10 0
To the overseers of Falmouth,			1 12 7
overseers district No. 1, Annapolis,	4	2	7
ditto, for 1858, omitted last year,	4	13	1
	— — —		8 15 8
To the overseers 1st section, Pictou—			
Catherine Wise,	6	0	0
Charles Boyle,	12	7	4
Simon Walsh,	1	1	3
Dr. Johnston,	9	2	10
	— — —		28 11 5
To the overseers 2nd section, Egerton, Pictou—			
Roderick Henderson,	1	2	6
Wm. Sutherland,	0	5	0
Dr. Murray,	1	13	6
	— — —		3 1 0
To the overseers township Arisaig, Sydney,			10 9 3
ditto Clements, Annapolis,			10 8 0
ditto Aylesford—Tool,	10	0	0
McCarron,	6	8	6
	— — —		16 8 6
To the overseers Port Hood—			
This grant to be final, for the McIsaac family,			10 0 0
To the overseers, Barrington—Thomas Davis,			
Dr Schrage,	1	7	6
Boarding,	0	12	0
Funeral expenses,	2	0	0
	— — —		3 19 6
Anne Flynn,	9	0	0
	— — —		12 19 6
To the overseers, Horton—			
To Martin Cleveland for Thos. Mahany,	3	12	6
Doleman and Walker,	8	9	6
	— — —		12 2 0
These two paupers not to be further chargeable on the province.			
To Donald Camern, for Dr. Week's bill,			20 0 0
	— — —		£201 2 4

Your committee do not recommend any grant on the following petitions :

Of the overseers of Wilmot and Windsor, because the examination and other evidence in regard to the two paupers in question establishes their settlement at Halifax and Pictou respectively. Of overseers of 4th section, of Egerton ; of David S. Kinney of Weymouth ; of Dr. Carritt, of Guysboro', of E. P. Archbold, of Sydney, C. B.—because they are not regularly authenticated. Of Dr. Johnston, of Sydney, C. B., for remuneration

remuneration for making a post mortem examination at an inquest, because according to law (see acts 1855, chap. 41) such charges are to be, without exception, defrayed by the county. Of Gilbert Ditmars, coroner for Clements, because it is not usual nor regular to hold more than one inquest on the bodies of persons who have lost their lives by the same accident and at the same time. Of Dr. Slayter, for the same reasons which decided the committee of last year—no additional facts having been brought to their notice.

The petition of Peter A. Hearn and Donald McQueen, of Sydney, C. B., asking reimbursement for expenses incurred in shipwrecked sailors of the ship "Peerless," have been referred to the provincial registrar of shipping, who has been lately constituted by law the channel of correspondence through which all such claims are to be settled in future.

Your committee have visited the poor asylum, and bear witness to the usual care and good management of the institution. They have taken the pains to examine personally the inmates of two of the wards, as to the question of their legal settlement, according to which, if it be a fair average, about two-fifths of the adults belong to the city and county of Halifax, and including the children, about one half. It has been the long practice of this house to grant from the treasury double the amount contributed by the city. Though this appears to your committee to some considerable extent an unfair proportion, they recommend the sum of two thousand pounds for the support of that institution.

An account of the expenditure and receipts of the establishment, herewith submitted for publication, shews a balance due that institution, £332 9s. 2d. The whole cost for the year being £3886 16s. 9d.; the average number of inmates 344, and the net cost per day for each individual, 6½d.

Your committee regret to learn that the debt of the different counties to the asylum, £459 8s. 11d., referred to in the report of last year, has not been materially reduced, only £25 having been collected, according to Mr. Twining's return, into whose hands the accounts were placed by the commissioners.

According to the present law for the support of the poor, there is no appeal from the court of sessions in the adjudication of cases of disputed settlement arising within the county, which gives to a poor district having the largest number of magistrates, undue weight and influence at the trial. Your committee therefore have reported a bill to remedy that defect, by granting an appeal in such cases.

EDWARD L. BROWN,
MATTHEW McCLEARN.
G. GELDERT,
THOS. CALDWELL.

April 1, 1859.

No. 58.

A G R I C U L T U R E .

The committee on agriculture have to report—

That in accordance with the course pursued by the legislature for several years past, refusing aid towards the erection of grist mills and oat kilns, they have rejected the petitions of Sutherland and Mitchell, George Hill and John Shea.

That under the report of the committee on agriculture last session, the grant to the central board was withdrawn; and by resolution of the house the returns from the several local societies were directed to be sent to the financial secretary's office to be checked and audited, before payment of any monies thereunder.

This

This system, your committee find has not worked well; the important duties and large amount of work already chargeable on that office, not permitting the financial secretary to give the time and attention necessary to correspond with and maintain unanimity of action among the several agricultural societies throughout the province; the returns from these societies are consequently in many cases imperfect—give but a meagre account of the state of their crops, and the committee were unable in so full a manner as they would wish, to gather the information necessary to enable them to form a correct opinion on the agricultural results of the past year.

So far as an estimate can be had by the returns of the societies in those counties from which reports have been sent, we are induced to believe that the crops of all kinds have generally been productive, and of fair average quality,—that the agriculture of the province is steadily increasing, and a more extended and improved system of husbandry being adopted.

The committee were gratified to learn that under the inducement offered by the legislature, a superior bone mill, with improved machinery for manufacturing crushed bones, has been erected at Wallace, in the county of Cumberland, at which, during the past year, upwards of one thousand bushels of this highly beneficial fertilizer have been manufactured, and that in all cases where the same has been used, its results have proved highly remunerative. The importance of employing special manures as auxiliary fertilizers, especially in the cultivation of turnips, and other root crops, is now universally admitted and practised wherever agriculture is successfully carried on. In this province phosphates of lime, in the form of bone dust, and surperphosphates, the result of dissolved bones, are comparatively unknown. The experience of the best farmers in olden countries has fully proved their efficacy and paying properties, and now that they can be had of home manufacture, every effort should be made to induce our farmers to give them a trial.

The returns made to the financial secretary's office shew the existence of only thirty-three societies during the past year, which have drawn from the treasury £325, being a decrease of twelve societies as compared with the previous year, although several others, it is supposed, are in operation, and will yet qualify themselves so as to be entitled to draw their portion of the agricultural grant.

This diminished number of societies, and the apparent lack of zeal on the part of many of them, particularly in the more distant counties, have been mainly caused, as the committee are induced to believe, from the want of some central organization and proper channel through which unity of action and information on many points on which they may desire to be informed, can be had.

The committee are of opinion that this can be best accomplished and at the smallest expense, and the present agricultural organization—the retention of which we believe to be essential to the advancement and prosperity of our provincial agriculture, and which has only been attained by the labor of many years and the expenditure of a large amount of public money—be best advanced, by placing the local societies to some extent under the control of the superintendent of education, and in connection with the model farm at Truro. The present duties of that officer cause him to travel over the province, and an opportunity will thus be afforded to him of personally meeting the societies at the different localities, and infusing into the sluggish, renewed vigor and spirit.

We recommend to each county an agricultural grant of 30 $\frac{1}{2}$ %, being the same sum given last year, to be apportioned to the different societies and paid on the same conditions as heretofore.

We herewith submit a resolution for the purpose of carrying into effect our views in reference to the future management of the several local societies.

We recommend to reverend doctor Forrester the sum of fifty pounds in consideration of the services to be performed by him in connection with agriculture.

Herewith we append the final account of the treasurer of the late central board of agriculture, shewing a balance in hand of	£169 7 6
To which we add the amount realised from the sale of agricultural stock in the spring of 1858,	56 4 3

Making a balance from these sums	£225 11 9
----------------------------------	-----------

This sum we recommend to be re-paid into the treasury, subject to future agricultural grants.

Lastly, we recommend that any portion of the agricultural grant to which the several counties may be entitled, and which may hereafter remain undrawn for one year after the time of appropriation, be retained in the treasury, and refused payment.

ALEXANDER McFARLANE, chairman.

Committee room, 4th April, 1859.

Resolved,—That for the present year the accounts and reports from the several agricultural societies shall be sent to the superintendant of education at Truro, by whom all such accounts, when examined, shall be sent to the financial secretary's office, and on his certificate of their correctness, the sum which each society shall be entitled to receive from the agricultural grant shall be paid, and a report from such superintendent, shewing the conditions and operations of these societies, shall be submitted to the legislature at its next session.

No. 59.

PICTOU ROAD SCALE.

The committee to whom was referred the question of the settlement of the road scale for the county of Pictou, report as follows :

That the debt now due against said county is 1638*l.* 19*s.* 8*d.* which they recommend to be paid in full, and that the balance of the road grant, being 161*l.* 0*s.* 7*d.* be expended in the eastern district, comprising the townships of Egerton and Maxwellton. Your committee have also ascertained that the county of Pictou is now laboring under extreme difficulties, from the carrying away of several large and important bridges, as well as the want of means necessary for opening up or improving several important lines of road, principally in the eastern district aforesaid. They therefore recommend that the house pass a bill, enabling the members for said county, to borrow the sum of 750*l.*, to be chargeable on the road scale for said county, and payable in two years, in equal payments by each district of the county, with interest, the amount in the first place to be chargeable with the balance that may be required for the erection of New Glasgow bridge, and next with such other services as are mentioned in the bill reported herewith.

M. McCLEARN,
JOHN RYDER,
F. R. PARKER.

Committee room, 5th April, 1859.

No. 60.

BARQUE MAJOR NORTON.

The committee to whom was referred the petitions of Simon LeVache and Dominique Gerrior, of Arichat, in the county of Richmond, setting forth the energy, courage and manly conduct displayed by George O'Brien, mate, and William Boudrot, William Grant, Peter Marchand, and Charles LeLacheur, seamen of the barque Major Norton, in rescuing the crews of the ship Petrel, of Quebec, completely disabled and in distress in October last, and also of the schooner Dart, of Halifax, completely disabled and in distress in March last, and praying this house, by a grant of a sum of money, enable them to confer an adequate reward on the persons above named—have carefully considered the petitions, and in view of the facts therein detailed, do recommend that the sum of forty-two pounds and ten shillings be granted by this house and presented to George O'Brien, William Boudrot, William Grant, Peter Marchand, and Charles LeLacheur, in the manner following, that is to say, the sum of twelve pounds and ten shillings to George O'Brien, and the sum of seven pounds and ten shillings each, to William Boudrot, William Grant, Peter Marchand and Charles LeLacheur, to mark their approval of their praiseworthy and humane conduct, and to stimulate others to the like exertions in similar perilous cases. And as regards the noble conduct of Captains LeVache and Gerrior, and the rest of their crews, your committee would have been happy to recommend a further grant for them, were it not that your committee are aware from the despatch of the secretary of state for the colonies, and the documents annexed thereto, that the imperial government have taken the matter into consideration, so far as they are individually concerned.

THOMAS H. FULLER, chairman.
A. C. McDONALD,
W. A. HENRY.

Committee room, 6th April, 1859.

(COPY)

No. 3.

Downing street, 16th January, 1859.

MY LORD—

I transmit herewith a copy of a letter and its enclosures, from the board of trade, relative to the rescue of the crew of the British merchant ship "Petrel," by the barque "Major Norton," of Nova Scotia.

I have to request that you will express the thanks of her majesty's government for the services rendered by those on board the "Major Norton," and obtain from the master or owners the information required by the board of trade.

I have, &c.,

(Signed)

E. B. LYTTON.

Lieutenant governor the right hon. the EARL OF MULGRAVE, Nova Scotia.

(COPY)

MR. BOOTH TO MR. MERIVALE.

No. 13389.

*Office of committee of privy council for trade,
Marine department, Whitehall, 10th January, 1859.*

SIR—

I am directed by the lords of the committee of privy council for trade, to transmit to you, to be laid before Sir Edward Bulwer Lytton, the accompanying copies of

of two letters which their lordships have received from Messrs. Daley and Foley, late owners of the British merchant vessel "Petrel," detailing the circumstances connected with the rescue of the crew of that vessel by the barque "Major Norton," of Pictou, Nova Scotia. From the letter of the late master it appears, that at the time of the rescue there was a very high sea running, and that a certain amount of risk was incurred by the persons who manned the jolly boat.

Messrs. Daley and Foley have paid to the owners of the barque "Major Norton" the amount of subsistence money and the value of the jolly boat lost on the occasion; and my lords have repaid to Messrs. Daley and Foley the sum advanced, viz: Twenty pounds, (20) but they think that the services rendered by the crew of the jolly boat are deserving of some acknowledgment at the hands of the government, and they would suggest as the "Major Norton" belongs to the port of Pictou, Nova Scotia, that Sir Edward Bulwer Lytton should instruct the authorities to express the thanks of her majesty's government for the services rendered by those on board the "Major Norton," and obtain from the master or owners of that vessel the names and addresses of the persons who rescued the crew of the "Petrel," together with a report of the circumstances attending the rescue, specifying what amount of risk was incurred. Sir Edward Bulwer Lytton will observe that one of the crew of the jolly boat was a passenger on board the "Major Norton."

I have, &c.

(Signed)

JAMES BOOTH.

H. MERIVALE, esq., &c. &c., Colonial office.

MESSRS. DALEY & FOLEY TO THE REG'R. GENERAL OF SEAMEN.

(COPY.)

Cork, 26th October, 1858.

SIR—

In conformity with the request contained in your letter of the 24th instant, we herewith transmit a report made by Capt. Sullivan, of our late ship "Petrel," relative to the providential escape of himself and twelve of his crew, who were picked off the wreck by the barque "Major Norton."

We have, &c.

(Signed)

DALEY & FOLEY.

To the registrar general of seamen, London.

MR. SULLIVAN TO MESSRS. DALEY & FOLEY.

(COPY)

Queenstown, Dec. 27, 1858.

GENTLEMEN—

The circumstances attending the rescue of the crew of the ship "Petrel," by those of the barque "Major Norton," on the 28th October, this vessel hove in sight, and hove too under our lee, and launched her jolly boat in a very heavy sea in charge of Mr. O'Brien, chief mate, Daniel Grant, a passenger, and Wm. Binders, a seaman, who in three trips succeeded in taking myself and twelve of my crew off the wreck, after being exposed for forty-eight hours without food or water. The boat had to be cast adrift, the sea running too heavy to get her on board. We received every kindness from captain LaVache and crew, until our arrival in Pictou, for 10 days.

I remain, &c.

(Signed)

DAVID SULLIVAN, master.

Messrs. Daley & Foley.

Messrs.

MESSRS. DALEY AND FOLEY TO THE SECTY. MARINE DEPARTMENT.

Cork, 20th December, 1858.

SIR,—

We have the honor to place before you accounts for 20l., paid by us to the barque “Major Nortoh,” which vessel picked the master and 12 of the crew off our late ship “Petrel,” in state of wreck, and we respectfully claim the legal allowance in such cases by payment through the shipping master at Cork.

We have, &c.

(Signed)

DALEY & FOLEY.

To the secretary marine department, board of trade, London.

No. 61

RAILWAY.

Nova Scotia railway,

Engineer's office, Halifax, March 28th, 1859.

SIR,—

I have the honor to submit the following report upon the claims of the railway contractors, Messrs. Johnston and Blackie, and Mr. Duncan McDonald, with the accompanying statements of their accounts, made up in accordance with the principles and construction of the contract, as recommended by the report of the committee of the legislature adopted May 6th, 1858.

The report of the committee so far as relates to these claims is as follows :

“ Report of committee on railways.”

The committee appointed to consider claims made by certain contractors, against the railway commissioners, beg leave to report as follows :

“ Your committee shortly after being appointed, commenced the important and responsible inquiries entrusted to them, which occupied from three to four hours a day, for about thirty days. The commissioners were represented by the attorney and solicitor generals and the late and present chairman of the railway board, and the contractors by their counsel, John W. Ritchie and Robert G. Halliburton, esquires. The witnesses were examined and cross examined by the gentlemen above named, and every facility afforded by your committee to both parties, to give evidence, calculated to bring your committee to just conclusions. It was argued by the council for the contractors, that they had legal claims under the contracts against the commissioners, for extras arising from inaccuracies of survey; but this position was resisted by the commissioners. Your committee heard the arguments, and although they are not prepared to decide upon a point of law upon the authorities to which their attention has been directed, so very subtle and nice, they are very far from expressing an opinion unfavorable to the views of the counsel for the contractors; but rather incline to the opinion, that the extras arising from inaccuracies of the surveys form the basis of legal claims for such inaccuracies. It is in evidence, and uncontradicted

uncontradicted that the chief engineer knew, while the work was being done, that the inaccuracies existed, and that the parties in some cases were performing the extra work under the impression they would be paid; and in one case entered into a special agreement to pay for the extra quantity required at the schedule rates. He was, under the contract, the judge of such matters, and in the case in question decided in favor of payment for the extra work. The monthly returns also shew that in one case at least, if not in the others, payments were made for portions of the extra work, but subsequently deducted some months afterwards. If therefore the engineer permitted the parties to perform the extra work, and allowed payments to be made on account thereof, without informing them distinctly they would not be paid, of which there is no satisfactory evidence, or that the sums paid would be subsequently deducted, it appears to your committee that under such circumstances a legal claim existed for the payment monthly, of this extra work, under the terms of the contract. Your committee, however, have come to no conclusion as to the legal claims of the parties, considering such unnecessary; but by an equitable consideration of all the circumstances connected with them, they are unanimously of opinion, that where the quantities have been increased by alterations of line or grade, or from unforeseen and unexpected difficulties, the excess should be treated as extra work, and paid for at schedule rates, depending on the relative proportions of earth and rock; that where alterations have been made reducing the quantities, deductions should be made. Also, where the grade or line has been altered, by which quantities were reduced, and where the cuttings and embankments are not to the proper width, either deductions should be made, or the contractors required to complete them to the widths specified. For flattening the slopes and removal of slurry, after cuttings had been made the contract width, with slopes of one to one, your committee consider that the contractors should be paid as earth work, but not where the material is otherwise paid for.

“The foregoing and all other disputes now existing between the contractors and commissioners, in the opinion of your committee, should be adjusted by an engineer to be appointed by the government, under the terms of the foregoing recommendations. The engineer to measure all the works where disputes exist, and settle them under the terms of the contract under the foregoing construction of it—deductions as before mentioned being made; and his decision, approved of by the government, to be absolute and conclusive, and held as a final adjudication of all existing disputes. [Where in any case there has been a settlement of a contract between the contractors and the railway board, it should be considered as a final settlement.]

“Your committee have come to the conclusions above set forth upon the contracts referred to them, principally from the evidence of the chief engineer, who in answer to questions put by the chairman, stated as follows:—“When the contract No. 3, Windsor branch, was transferred from Cameron to Johnston & Blackie, there was a new arrangement entered into, by which an additional sum was to be paid for an additional quantity put into the lake beyond the sectional quantity, in consequence of the errors in the soundings. If the same principle was applied to Sutherland’s contract, the extra quantity would also have to be paid for. Any contract which included a large extra quantity, would also include a small one, the circumstances being similar. Assuming the liability to pay for Mount Uniacke and Grand Lake, the contract price would be binding, except in case of special agreement. In paying Johnston & Blackie on Mount Uniacke lake, they were paid the schedule price under special agreement.” The present chairman of the board also admitted that the contractors had claims for equitable consideration for extra work. Your committee considered these statements and admissions as conclusively settling the claim for extra work arising from errors in survey; and concurring in the views touching the equity of such claims, of the chief engineer and the present chairman, they have based their report to some extent upon them. Your committee had not sufficient evidence and time to report specially upon any one of the claims put in, but having given their opinion as to the principles which should

should prevail in the adjustment of them, trust that, by the adoption of the suggestion as to the appointment of an engineer, substantial justice will be done, and the right of the public sufficiently protected.

(Signed)

W. A. HENBY, chairman.*
A. McFARLANE,
THOMAS KILLAM,
JOHN TOBIN,
CORNELIUS WHITE,
T. D. RUGGLES,
JOHN C. WADE.”

* Except as to clause in brackets [].

“ The following is an abstract of the results, exhibiting—1st, the value of the work done on the several contracts by re-measurement, including extra work allowed under the report of committee. 2d—the amount paid to the contractors, and 3rd—the amount now due.

No. of contract.	Contractor's name.	Value of work by measurement.	*Amount paid.	Amount due.
8 M. L.	Johnston & Blackie,	50978 3 7	152756 16 4	4144 8 10
1 W. B.	Do	40007 8 0		
3 “	Do	65915 13 7		
		156901 5 2	152756 16 4	4144 8 10
2 “	D. McDonald,	36614 14 7	71963 10 7	2224 7 5
5 “	Do	28479 3 6		
Extension.	Do	9094 19 11		
		74188 18 0	71963 10 7	2224 7 5

* Per statement furnished by chairman of railway board.”

The evidence given before the committee last session, and the reports and documents heretofore published, have rendered the nature and origin of these claims familiar; and as the committee recommend that they be settled on equitable principles, by allowing for work done beyond the schedule quantity, and by making deductions for work not performed, it is unnecessary to minutely examine the conflicting statements as to the causes of the discrepancies between the schedule and actual quantities of work performed. The evidence as given was not only contradictory, exhibiting strong bias and feeling on both sides, but has been very imperfectly reported and printed.

Many of the difficulties which have arisen with the contractors are inherent to the system adopted of letting out the work by the lump.—A system, which I believe has been, as a general rule, abandoned both in England and the United States, so many law suits growing out of contracts of this kind when additional work is performed, as is usually the case in constructing railways. In the adjoining province of New Brunswick the system of Nova-Scotia was adopted at first, but after a short trial of its practical operation, was virtually abandoned. Their recent contracts are made entirely by the cubic yard.

As a wrong impression appears to prevail as to the nature of the contracts with respect to extra work, it may be worth while to devote a few words to this subject.

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The contracts specifying a lump sum for a certain portion or length of road, the inference naturally is that all that is paid in addition has been an allowance to the contractor, which might or might not have been allowed, but this is an erroneous view of the subject. The contracts provide for paying for extra work, and it has never been claimed that anything but the earth works were by the lump,—all the other work has been paid for by measurement—masonry, bridging, culverts, drains, ditches, rail laying, ballasting, &c.

Many of the items which appear as extras are simply additional work not embraced in the original contracts, and which the province had no claim on the contractors to perform, otherwise than under a general clause of the contract by which they are bound to execute any additional work that the engineer may direct at the schedule rates, or at such rate as he may determine. Thus the grading of station grounds and erecting of platforms were in no instance embraced in the original contracts. The contractors may or may not have been required to do the work, but if done by them it appears as extra work, and if done by other parties, simply as another contract,—so also as respects drainage and ditching. We find for instance on contract No. 8, that the contractors were bound to excavate the ditches at 1s. per lineal yard, 3000 yards only were entered in the schedule, whereas not less than 22,125 yards were ordered, and of course have to be paid for, all above the original quantity counting as extra work.

On contract No. 7 the original contract did not include the fencing of the road; this by a subsequent agreement, was performed by the contractors, and appears in the accounts as extra work, while, if it had been let out to other parties, it would have been simply a contract for fencing.

Another source of large addition to the cost of the work has been the numerous alterations found necessary in the height of embankments, the streams rising so high in freshets as to submerge them, as originally contemplated.

On re-measuring the work where no alteration had been made in the line or grade, it was found in some cases that the quantity largely exceeded that shewn on the section. Whenever the ground is inclined or sloping, the quantity of work, whether cutting or embankment, is increased. When the surface is inclined one foot in three the increase, with slopes of $1\frac{1}{2}$ to 1, is equal to about one-third; and when inclined one foot in five, the increase is about one-sixth. In cut No. 14, contract No. 3, W. B., the true quantity is 24,231 cubic yards, while by the centre depths from which the quantities were originally calculated, 17,707 cubic yards only were given on the section.

In these cases the quantities by the recent measurements exceed those shown on the sections, as no allowance for such sloping was originally made.

On some of the contracts large claims are presented for removing *slurry*, in consequence of the slopes not having been originally flat enough, the cuttings in some cases having filled up in the course of the spring four to eight feet by the material sliding and washing down from the slopes. A certain portion of this washing down is independent of the steepness of the slopes, indeed flat slopes presenting more surface to be acted on by the rains, produce more slurry for one or two years than steeper ones. For slurry of this kind, I do not consider the contractors have any claim. If the slopes had been made flatter originally they would have had more of it to contend with, but this forms a small portion of what the contractors had to remove. The main bulk of material filling the cuttings, was due to the sliding or caving down of the slopes, and clay when subjected to this action, becomes saturated with water, forming a tenacious paste, and is costly to remove. The refusal to give orders to have the slopes reduced while the work was in progress, when they could have been taken off at a moderate expense, added largely to the cost of the work to the contractors. The report of the committee, however, recommends that for flattening the slopes and removal of slurry, that the contractors should be paid as earth work; no allowance has therefore been made on claims of this kind beyond the schedule price.

Several claims are made for damages for not being furnished with rails and chairs,
and

and having to do work with horses and carts which could have otherwise been done more cheaply by the use of rails. These claims are recognised to a limited extent. The right to the use of rails and chairs is qualified by the contract; they were to be delivered "at such times and in such quantities as the engineer may think desirable." This, however, would scarcely cover cases where the rails were not in the province, and the contractors were urged to go on and complete the work without their use. It was undoubtedly the understanding that they were to be furnished with a sufficiency of rails to perform their work with economy and to the best advantage.

In making up the accounts there has been deducted from the cutting measurement of earth 8 per cent. for subsidence or shrinkage in forming embankments. The specifications state that "embankments shall be made from the material taken out of the excavations so far as it goes, and the deficiency shall be made up by side cutting procured and deposited at the contractor's risk and expense." And under the upholdence clause it is provided that "the contractors shall have the whole responsibility of the works, take all risks of slips and subsidences," "procure such addition supplies of ballast or broken stone as may be required, and preserve the uniformity of the slopes of the cuttings and embankments." The quantities of embankment as well as of cutting were given in the schedule, and the contractors were bound to make due allowance for the shrinkage.

A penalty or forfeiture is attached to most of the contracts for the non-performance of the work within the time specified, but there are several reasons why it cannot equitably be enforced. The province failed to supply the requisite material to carry on the work, and while they had a claim on the contractors to perform the schedule quantity within the time stipulated, they had no claim upon them to perform an unlimited quantity of extra work within the same time, no deduction has therefore been made on this account.

Contract No. 8, main line.—The whole of the earth work on this contract could be measured in the cuttings, except some ballasting of trifling amount.

The contractors make a claim of 6000*l.*, for taking off slopes of cuttings 1½ to 1, after trimming them 1 to 1, and for removing slurry. This work, under the report of the committee, has not been allowed for otherwise than as earth excavation at the schedule price of 1*s.* 5*d.* per yard, amounting to about 2800*l.*

A claim is made of 3750*l.*, for damages by not being supplied with rails and chairs to carry on the work, and having to take out 150,000 cubic yards of excavation with horses and carts, and for loss on teams waiting for material. The evidence given on this claim was somewhat conflicting. Mr. Forman in his report states that "no earth waggons were used on the contract till the middle of September, 1856; up to this date there was no scarcity of rails; the excavations removed at that time were estimated at 149,960 cubic yards."

"The road was not then opened beyond Bedford, the cost of transporting material to contract No. 8, was therefore an important item. Since September, 1856, the contractors have removed, including unauthorised sloping, about 100,140 cubic yards, of this quantity 49,470 cubic yards have been carried by waggons over rails, and 50,670 cubic yards carted to the embankments, and this, notwithstanding the unemployed permanent material on the ground."

Mr. Blackie in his evidence stated "I gave notice I wanted rails in July, 1856, and I have wanted them ever since. I gave notice to the chief engineer verbally and by letter.

"We did not perform any of our contracts within the time limited, there was not material in the country to enable us to do so. I mean permanent materials, viz :—rail, chairs, &c. We were ready for laying rails on No. 8 main line in July, 1856, the first we got were in September, 1856. We applied for them in July. We were put to considerable loss and inconvenience for want of them; by our contracts we were to have the use of rails, by which we would have had considerable advantages in saving of horse power, &c.

The progress of work in 1856 and 1857 was materially interfered with for want of rails. We made repeated applications in writing to Mr. Forman (reads letter April, 1857,) I had to take out the 15,000 yards mentioned in this letter by horse power, at an additional expense of 7½d. per yard. We could at that time have put more than 8 miles of rails in use."

Mr. Johnston stated, "I had extra men at expense of 12s. 6d. to 15s. each a day, to lay rails, all the summer," the want of rails increased our expenses, and prevented the work being expedited. We took the contract on the understanding we were to have the use of the rails. It would have saved us £18 per day, and expedited the work."

It is within my own knowledge that since September, 1857, much additional expense has been incurred by the contractors from not having material to work with. I have therefore allowed 6d. per yard on one-third of the amount claimed, or 50000 yards, amounting to £1250.

Claim of £159 for taking 13000 chairs from contract No. 8 to Windsor branch, by engineer's orders, is allowed.

There has been deducted for the shrinkage of material in the embankments 22,515 cubic yards, being 8 per cent. on 281,449 cubic yards measured in the cuttings, amounting to £1594 16s. 3d.

The work done on this contract it appears was largely over estimated in the summer of 1857, and the contractors paid for work not performed. This was discovered by a re-measurement made in Decr., 1857, to amount to over £2000. Included in this was about £100 for masonry done by sub-contract, which the contractors on the faith of the returns (having been furnished with a copy by the resident inspector) paid for. The whole over measurement being now deducted, they claim the £100 over paid the sub-contractor. The principle involved in this claim is one liable to so much abuse, that however much of a hardship it may appear, I do not feel justified in recommending it to be allowed, even if there was no possibility of recovering back the over payment from the sub-contractor.

Contract No. 1, W. B.—The whole of the works on this contract could be satisfactorily measured in the cuttings, except in two places, one near the Windsor junction, where some rock had been excavated and put into embankment. This was taken at the quantity, estimated and allowed at the time the work was in progress, and which was also allowed in Mr. Forman's report on claims. The other was the material collected from the surface for the Long lake filling. At this place the bottom proved unsound, and the contractors constructed a cobwork of logs, 660 feet in length by about 45 feet in width, which they sunk in the lake under the embankment, and during two seasons collected a large quantity of stone from the shores, which they boated during the summer, and hauled on the ice during the winter. This cannot of course be now measured otherwise than in the embankment. Notes however were kept at the time by the inspectors on the work of the greater quantity of material put into the lake, and on comparing their quantities with the actual measurement of the embankment by soundings and cross sections, they are found not essentially to differ. I am satisfied that the allowance made is ample to cover the extra material put into the lake. It amounts to 17,777 yards more than the schedule quantity of which 2841 yards were put in under special agreement.

A claim is made of £1225 for horse labor for want of rails. Mr. Forman in his report, states that "the total cuttings removed by horses and carts is estimated at 20,000 cubic yards." The contractors represent that a much larger quantity was so removed, but it is now impossible to determine the quantity with accuracy. I have allowed 20,000 yards at 7½d., £625. From the nature of the clay on this contract, horse labor could only be used at a great disadvantage, and during dry weather.

A claim of £1750 is made for removing slurry. As the contractors entered into a special agreement to flatten the slopes to 1½ to 1, I do not consider that they have any fair claim for removing slurry on this contract.

Claim of £500 for damage by plant not being in use, I have not recognized.

For shrinkage of the material on work done by Johnston & Blackie on this contract, there have been deducted 7714 cubic yards, at the schedule rate of 2s. 3d., amounting to £867 16s. 6d., being 8 per cent on 96430 cubic yards removed by them, measured in the cuttings. The first contractor removed 117,902 cubic yards, which was principally measured in the cuttings, but no deduction was made from him for shrinkage. Johnston & Blackie had therefore to supply the shrinkage on the latter quantity as well as on that removed by themselves. No allowance can be made for this without paying twice for the same work.

Some of the special agreements on this contract operate much against the contractors by a re-measurement of the work, but I have not felt at liberty to go beyond the face of the agreements. In 1857 the contractors were paid £3000 for sloping cuts $1\frac{1}{2}$ to 1, less £150 for work remaining to be done, the agreement having been made and signed after the sloping was reported to be done. On re-measurement it was found that work to the value of £1256 5s. 9d. still remained, which is now deducted. Again, by written agreement, in consideration of sloping two cuttings (18 and 19) and altering grade, they were allowed £150. This work on re-measurement at the schedule rates, amounts to £693 6s. 9d., and has also been deducted, although it is probable, as stated by the contractors, that at the time of the agreement but a small portion of the work remained to be performed, and that the material had been used on other parts of the work. The object, however, of making the alteration, was to avoid some hard excavation in the bottom of cut No. 18, and in this respect was an advantage to the contractor.

A claim is made of £250 "for masonry in small bridges necessary for the drainage of the line, and objected to be paid for by chief engineer." Mr. Forman, in his report on claims, states that "all the masonry executed is reported in the measurement." On investigating this matter it was found that Cameron & Co., the original contractors, had attached prices of 4d. and 6d. per lineal yard for drains, supposing them to be loose stone or rumbling drains, while the plans and specifications required stone abutments and timber work, which at the ordinary prices for masonry would have amounted to about £250, but at the prices attached only amounted to £3 13s. 6d. The latter sum only has been allowed.

Contract No. 3, W. B.—The work on this contract could all be measured in the cuttings. Some slight differences arose as to the original height of some portions where the surface was uneven, but not materially to affect the quantities.

The cuttings are mostly rock. By the contract the contractors were only required to make the slopes in rock 3 inches to one foot in place of 1 to 1, and to make good the loss of material arising therefrom. It was necessary therefore to estimate the quantity of work at the contract width and slopes by the original section, which deducted from the work actually done, gives the excess or extra work performed on the contract.

By the special agreement entered into for extra filling at Mount Uniacke lake, the contractors were to be paid 3s. 6d. per cubic yard of embankment, but no means were taken to obtain an accurate measurement of the embankment, in fact from the nature of the bottom this could not be done. The work during its progress was measured in the cuttings, as shown by the monthly returns, and $\frac{1}{2}$ added to make embankment measurement. This was also the way in which a portion of the rock cutting was measured in settling with Cameron & Co. on the same contract. I had experiments made with the rock, and found that $\frac{1}{2}$ added was nearly correct—some of the trials going above and some below. This allowance therefore has been adopted in converting rock cutting measurement into embankment measurement.

At several places on the contract logging was resorted to to prevent sinkage of embankments—this has been allowed for, also claims for removing and replacing chairs, £20, and reducing joint keys to fit chairs, £10.

Claims for damage for detention in province £1000, and loss through time taken by engineer's assistants, £1000, have not been entertained. For damage for want of material £1000, there has been allowed £350.

Contract

Contract No. 2, W. B.—The line of the road was altered, and an embankment substituted for a bridge originally proposed at the commencement of contract 2. Mr. Forman in his report referring to this and another bridge on contract No. 1, states that the substitutions were made “solely for the accommodation of the contractors,” and gives the copy of a letter addressed to D. McDonald, stating that the commissioners agreed to his altering the line “for the price set apart in the schedule for the viaduct originally intended to have been built at this place.” In his evidence he says, “I don’t recollect any written correspondence about this matter with the contractors. The strong impression on my mind is that I had a conversation with Mr. McDonald, and perhaps with Cameron, but the alteration was made for their benefit. I think the alteration was first made at Cameron’s suggestion, but Mr. McDonald acquiesced.” The substitution on contract No. 1 is specially embraced in the contract of transfer to Johnston & Blackie.

Mr. McDonald denies he ever made application to have an embankment substituted, also that he ever received the letter referred to; that he was absent in Canada at the date of the professed arrangement, and upon his return found the embankment in progress by direction of the engineer. And under the terms of the contract claims the schedule rate of 2s. 8d. per cubic yard.

It appears that the schedule rate for the masonry of the bridge was 17s. 6d. per cubic yard, and that McDonald had sub-contracted the work, agreeing to pay 25s., which would have resulted in a loss to him on the masonry of £579 7s. 6d.

No proof is known to exist that the contractor received the letter or consented to the substitution, and no satisfactory evidence was given before the committee confirmatory of the views on either side. It would appear, however, that the contractor did not object to the alteration on his return, nor make any claim in connection therewith, for a considerable length of time afterwards, while the monthly returns shewed that the schedule price was not being allowed for the work.

How far this may be considered as waving his rights by acquiescence, I am not prepared to say. He states that he expected eventually to be paid the schedule rate.

Mr. Forman in his evidence stated, “it might have been better for the contractor if it had been as originally intended. The cutting has been pretty hard.”

In 1857 the board of commissioners allowed £1100 extra in connection with this work.

By the original plan the cost of the work would have been—

Viaduct,	£3672 10 2
8068 cubic yards embankment, at 2s. 8d.	1075 14 8
	£4748 5 10

On the altered line at the schedule rates, the cost would amount to—

58041 c. yards embankment, at 2s. 8d.	£7738 16 0
200 c. yards masonry in double culvert, at 17s. 6d.	175 0 0
	£7913 16 0

By the terms of the contract the contractor is entitled to be paid the schedule price for work ordered to be done without special agreement or understanding. But laying aside the legal rights of both parties so far as the extra work is concerned, the committee in their report recommend that “where the quantities have been increased by alterations of line or grade, or from unforeseen and unexpected difficulties, the excess should be treated as extra work, and paid for at the schedule rates, depending on the relative proportions of earth and rock.” Now as the schedule price was based on a certain proportion of rock in the cuttings, and as the additional material required to make the embankment was clay and earth, not so costly as the average, although a large portion of it is admitted to be of a bad and troublesome character to remove,

remove, and had to be hauled against a steep grade. Taking an equitable view of the whole circumstances of the case, I make a reduction of 5d. per yard from the schedule rate, which amounts to £1209 12s. 1d.—making the cost of the embankment, including the allowance made by the commissioners, £6704 13s. 11d.

The contractor also claims schedule price for additional embankment by alteration of grade and shortening the viaduct at Sackville river, which he states was ordered and made by chief engineer, and not at his (contractor's) request. He admits, however, having received the letter of Mr. Forman, authorizing the alteration to be made, in which Mr. F. states that "in consideration of these alterations, the board have agreed, on your solicitation, to add £875 to your contract price." This alteration was undoubtedly acquiesced in by the contractor, and has been so treated in making up the accounts.

For log work at the Sackville viaduct and other places, having been resorted to by the contractor to save masonry and earth work, a claim is made.

At the Sackville viaduct the contractor, by agreement, was bound to protect the embankment with sods or stone, and this is admitted, but he claims that the bridge as planned and constructed is not of sufficient length to allow of the embankment being brought up to the abutments without obstructing the water way—that with the slope of the embankment specified in the agreement, the entire channel way of the river would be filled up, and that as sufficient opening must be left for the passage of the water, heavy masonry in place of loose stone was necessary for the support of the embankment, and for which, if constructed by him, he ought to be paid; but payment being refused, he declined to build the masonry at his own cost, and erected log work, so as to enable the road to be brought into use. The plan of the bridge is unquestionably defective in the manner stated, as are also some others, both on the branch and main line. As the log work, although temporary, saves a large amount of masonry, which would otherwise be required, I have allowed for it, as also for other logging made to protect embankments and reduce the subsidence of bogs.

A claim is made of £600 for delay and injury by not being furnished with rails in season, and having to haul chairs from Windsor—the latter have been allowed for at 1s. per ton per mile for the extra distance they were hauled, and for the former £250 has been allowed.

A claim is made of £400 for pumping water from cuttings taken out against the grade, which the contractor states was necessary in order to get the work done, from delay in staking out and determining the line where alterations were proposed to avoid deep fillings. These alterations were proposed by the contractor, who refused to go on with the work unless they were made. It also appears that the rock worked easier from the upper end of the cuttings. Under these circumstances, although there appears to have been considerable delay and detention, I have not thought that the contractor was entitled to extra compensation.

It is stated by Mr. Forman in his report on this contract, that a heavy cutting of the hardest description of rock (whin stone) was reduced from 23,600 yards to 11,000 yards by the alterations above referred to. This was investigated, and it was found that while some rock cuttings were reduced others were increased, so that the difference could not amount to more than 3000 yards. As the new measurements embrace only the work actually done, it has now very little bearing on the settlement of claims.

The flattening of slopes, so far as executed, is included in the general measurement, only a small portion of this work is yet done.

Some items which had not been previously returned, such as ditchings, sidings, &c. are now included.

Contract No. 5, W. B—This work could be all satisfactorily measured with the exception of some ditches which had been removed by flattening the slopes.

A claim is made of £500 for the haulage and erection of the girders of the St. Croix bridge, and the contractor produced documents to show that he paid £33 for haulage, and

and £300 for erecting them, and that he furnished the scaffolding, blocks and tackle himself. No mention is made in the specification or schedule that the contractor had to do this work, and no price was carried out for doing so. The contract, however, which was signed some months after operations had been commenced on the section, specifies that "the cost of erection of the iron girders of the viaduct is held to be included in the prices for other work." The contractor states that this was inserted without his knowledge, but as it is the duty of every one who signs his name to a contract to know its contents, and this contract is signed and under seal, I have not considered the claim a good one.

A claim was made for about 1000 cubic yards of masonry, at 80s. per cubic yard, which had been returned at 45s. On investigating this matter it was found that the contractor had agreed to accept the latter price.

For reducing slopes of cuttings and removing slurry, a claim is made of £3000. This work, so far as executed, has been allowed for at the schedule price of 1s. 3d. per cubic yard.

Various small items not previously returned or allowed, are now included, such as reducing joint keys, £25. Removing barn, per order of Mr. Forman, £10; and for putting 150 loads of brush on common road, per order of Mr. Cunningham, £46 17s. 6d.

Contract No. 5, extension, W. B.—This work was let out to be paid for by the cubic yard, but no proper cross sections or notes were taken by which the work done could be accurately re-measured. Although, therefore, a re-measurement was made with such data as had been preserved, which fell considerably short of previous measurements, I have considered it right to allow the quantities returned, and for which the contractors had been paid, and had also paid his sub-contractors, as the work progressed.

For blasting material to protect the wharf at Windsor, for which a claim of £500 is made, £300 have been allowed. It is certified by P. M. Cunningham, esq., late railway commissioner, that the work was done by his instructions, to preserve the wharf from the action of the ice.

For clearing and grubbing on this contract, £65 had been previously allowed, but as it did not amount to this by measurement at the schedule rate, it has been reduced to £20.

"In conclusion, as on the several contracts in addition to the claims mentioned which have not been recognised, there are others which are barred by special agreements made without reference to a settlement by measurement, and as the contractors make claim for loss of time and interest since the works were completed, for which I think they are entitled to some consideration; and as under the report of the committee nothing has been allowed for removing slurry, for which I also think they have some equitable claim, I would recommend that they be paid £200 on each contract, in addition in consideration of and in full settlement of all other claims."

I have the honor to be,

Sir,

Your most obedient servant,

JAMES LAURIE.

The hon. the PROVINCIAL SECRETARY.

NOVA-SCOTIA RAILWAY.—CONTRACT No. 8—MAIN LINE.

Statement of work executed by Messrs. Johnston & Blackie.

EXCAVATION.

Cutting No. 1,		8234 cubic yards.	
2,		12559	do
3,		12940	do
4,		973	do
5,		29713	do
6,		6484	do
7,		60027	do
8,		7224	do
9,		504	do
10,		7620	do
11,		8153	do
12,		3236	do
13,		1851	do
14,		2711	do
15,		1177	do
16,		1430	do
17,		3913	do
18,		12962	do
19,		30186	do
20,		17530	do
21,		4291	do
22,		6399	do
23,		9631	do
24,		24474	do
25,		2525	do
Side cutting to embankt. No. 1,		10064	do
do 2,		9448	do
do 5,		3493	do
do 13,		1394	do
do 19,		83,	do
do 20,		604,	do
do 21,		9262,	do
			311095
Deduct cutting used for ballast,		2241,	
do roads,		1376,	
do cont. No. 9,		4240,	7857
			303238 at 1s. 5d. 21479 7 2

ROAD ALTERATIONS.

At peg No. 233,	46 linear yds., at 3s.	6 18 0
294,	33 do 2s.	3 6 0
390,	33 do 2s.	3 6 0
442,	27 do 5s.	6 15 0
486,	33 do 2s.	3 6 0
489,	33 do 3s. 6d.	5 15 6
502,	50 do 4s.	10 0 0

At peg No. 545,	33 linear yds., at 10s.	16	10	0
617,	40 do 2s.	4	0	0
713,	60 do 10s.	30	0	0
731,	10 do 2s.	1	0	0
744,	10 do 2s.	1	0	0
770,	1031 do 4s.	206	4	0
775,	60 do 6s. 8d.	20	0	0
806,	10 do 2s.	1	0	0
830,	344 do 3s. 6d.	69	4	0
875,	220 do 3s.	33	0	0
Stoning at bottom at peg No. 770,	1000 square yards, 6d.	25	0	0
Gravelling, 7975 square yards, 6d.		199	7	6
				636 12 0

LEVEL CROSSINGS.

Masonry in one cattle guard,	10	0	0
Timber in beams, 20 cubic feet, 1s.	1	0	0
Planking crossings, 86 square yards, 2s. 6d.	10	15	0
Iron work, spikes, &c., 86 lbs., 6d.	2	3	0
Gates for private road crossings, not hung, 10 pairs, 35s.	17	10	0
41 8 0			

CULVERTS, &c.

3 feet by 2 feet, 82½ lineal yards, 30s.	124	10	0
2 do 1½ feet, 513½ lineal yards, 25s.	641	13	4
Side ditches, tops of cuttings and bottoms of embankts., 15884 lineal yards, 1s.	794	4	0
Do. in cuttings, 6241 lineal yards, 1s.	312	1	0
1872 8 4			

Six open courses—

Cutting foundations, 104 cubic yards, 2s.	10	8	0
Pitching bottom, 492 cubic feet, 1s.	24	12	0
Masonry, 91 cubic yards, 40s.	182	0	0
Timber, 260 cubic feet, 1s. 6d.	19	10	0
Iron work, bolts, &c., 240 lbs., 6d.	6	0	0
242 10 0			

Brook diversions—

At peg No. 73,	552 cubic yards,			
175,	82 do			
183,	58 do			
315,	290 do			
456,	918 do			
478,	125 do			
499,	51 do			
638,	114 do			
666,	98 do			
776,	173 do			
818,	889 do			
847,	80 do			
3430 cubic yards, at 2s.,				343 0 0
				Retaining

Retaining wall at peg No. 600—

Cutting foundations, 388 cubic yards, 2s.	38	16	0
Dry stone masonry, 585 do 25s.	731	5	0

 770 1 0

BRIDGES.

Nine Mile River—

Cutting foundations, 610 cubic yards, 7s. 6d.	228	15	0
Foundation stones, 2952 cubic feet, 2s.	295	4	0
Block and course, 993 cubic yards, 50s.	2482	10	0
Impost, 567 cubic feet, 4s. 6d.	127	11	6
Coping, 188 do 4s 6d.	42	6	0
Timber, beams, &c., 11433 cubic feet, 1s. 6d.	857	9	6
Piles, 1400 cubic feet, 2s. 6d.	175	0	0
Planking, 1260 square yards, 2s. 6d.	157	10	0
Painting, partly done,	100	0	0
Iron work, 14941 lbs. 6d,	373	10	6
Piles in foundation, 992 cubic feet, 2s. 6d,	124	0	0
Timber in do 236 do 1s 6d.	17	14	0
Planking in do 84 square yards, 2s. 6d.	10	10	0
Iron work do 495 lbs., 6d.	12	7	6

 5004 8 0

Peg No. 183—

Cutting foundations, 67 cubic yards, 2s.	6	14	0
Foundation stones, 450 cubic feet, 2s.	45	0	0
Block and course, &c., 185 cubic yards, 40s	370	0	0
Coping, 75 cubic feet, 4s. 6d.	16	17	6
Timber, beams, 176 cubic feet, 1s. 6d.	13	4	0
Planking, 45 square yards, 2s. 6d.	5	12	6
Iron work, 88 lbs, 6d.	2	4	0

 459 12 0

Barney's brook.

Cutting foundation, 330 cubic yards, 2s.	33	0	0
Foundation stones, 1850 cubic feet, 2s.	185	0	0
Block and course, 1432 cubic yards, 50s.	3580	0	0
Drystone, 45 cubic yards, 2s.	4	10	0
Impost, 252 cubic feet, 4s. 6d.	56	14	0
Coping, 120 cubic feet, 4s. 6d.	27	0	0
Timber, 2407 cubic feet, 1s. 6d.	180	10	6
Iron work, 2139 lbs. 6d.	53	9	6
Planking, 250 square yards, 2s. 6d.	31	5	0

 4151 9 0

Peg No. 456—

Cutting foundations, 59 cubic yards, 2s.	5	18	0
Foundation stones, 200 cubic feet, 2s.	20	0	0
Block and course, &c., 95 cubic yards, 40s.	190	0	0
Coping, 42 cubic feet, 4s. 6d.	9	9	0
Timber, 150 cubic feet, 1s. 6d.,	11	5	0

 236 12 0

Peg No. 549—

Cutting foundations, 29 cubic yards, 2s.	2	18	0
Foundation stones, 349 cubic feet, 2s.	34	18	0
Block and course, &c. 59 cubic yards, 40s.	118	0	0
Coping, 48 cubic feet, 4s. 6d.	10	16	0
Timber, 150 cubic feet, 1s. 6d.	11	5	0

 177 17 0

At

Peg No. 638—				
Cutting foundations, 80 cubic yards, 2s.		£8	0	0
Foundation stones, 280 cubic feet, 2s.		28	0	0
Block and course, &c., 208 cubic yards, 40s.,		416	0	0
Dry stone, 82 cubic yards, 2s.		8	4	0
Coping, 78 cubic feet, 4s. 6d.		17	11	0
Timber, 162 cubic feet, 1s. 6d.		12	3	0
Iron work, 32 lbs., 6d.		0	16	0
				490 14 0
Pegs Nos. 691 to 694—				
Cutting foundation, 150 cubic yards, 2s.		15	0	0
Foundation stones, 21½ cubic feet, 2s.		21	8	0
Block and course, &c., 191 cubic yards, 40s.		382	0	0
Coping, 42 cubic feet, 4s. 6d.		9	9	0
Timber, beams, &c. 2346 cubic feet, 1s. 6d.		175	19	0
Piles, 1095 cubic feet, 2s. 6d.		136	17	6
Planking, 350 square yards, 2s 6d.		43	15	0
Tarring piles, say		5	0	0
Iron work, 1462 lbs., 6d.		36	11	0
Piles in foundation, 308 cubic feet, 2s. 6d.		38	10	0
Timber do 108 cubic feet, 1s. 6d.		8	2	6
Planking do 35 square yards, 2s. 6d.		4	7	6
Iron work do 250 lbs., 6d.		6	5	0
				883 4 6
Pegs Nos. 699 to 705—				
Cutting foundation, 69 cubic yards, 2s.		6	18	0
Foundation stones, 172 cubic feet, 2s.		17	4	0
Block and course, &c., 97 cubic yards, 40s.		194	0	0
Coping, 36 cubic feet, 4s. 6d.		8	2	0
Timber beams, &c., 5220 cubic feet, 1s. 6d.		391	10	0
Piles, 2975 cubic feet, 2s. 6d.		371	17	6
Planking, 774 square yards, 2s. 6d.		96	15	0
Tarring piles, say		5	0	0
Iron work, 3245 lbs. 6d.		81	2	6
				1172 9 0
Peg No. 753—				
Cutting foundations, 34 cubic yards, 2s.		3	8	0
Foundation stones, 170 cubic feet, 2s.		17	0	0
Block & course, &c., 80 cubic yards, 40s.		160	0	0
Coping, 54 cubic feet, 4s. 6d.		12	3	0
Timber, beams, 144 cubic feet, 1s. 6d.		10	16	0
				203 7 0
Peg No. 777—				
Cutting foundations, 29 cubic yards, 2s.		2	18	0
Foundation stones, 142 cubic feet, 2s.		14	4	0
Block and course, &c. 38 cubic yards, 40s.		76	0	0
Coping, 30 cubic feet, 4s. 6d.		6	15	0
Timber, beams, 144 cubic feet, 1s. 6d.		10	16	0
				110 13 0
Truro road—				
Cutting foundations, 152 cubic yards, 2s.		15	4	0
Foundation stones, 781 cubic feet, 2s.		78	2	0
Block and course, &c., 335 cubic yards, 50s.		837	10	0
Dry stone, 192 cubic yards, 2s.		19	4	0
Coping, 114 cubic feet, 4s. 6d.		25	13	0
Timber, 281 cubic feet, 1s. 6d.		21	1	6
				Planking

Planking, 60 square yards, 2s. 6d.	£7 10 0		
Iron work, 84 lbs. 6d.	2 2 0		
			£1006 6 6
Grubbing and clearing away trees, 809½ chains, 10s.			404 16 0
FINISHING.			
Ballasting, 36734 cubic yards, 2s.	3673 8 0		
Rail laying, 17812 lineal yards, 1s. 3d.	1113 5 0		
Sleepers, 20776, 1s. 4d.	1385 1 4		
Carriage of material, 10½ miles, 270l.	2733 15 0		
Upholdence,	426 10 8	9332 0 0	
STATIONS.			
Elmsdale—			
Grading station ground, 7480 cubic yards, 6d.		187 0 0	
Truro Road—			
Cutting, (included in cut No. 3).			
Ballasting, 298 cubic yards, 2s.	29 16 0		
Rail laying, 327 lineal yards, 1s. 6d.	20 8 9		
Points and crossings, 1 set, 200s.	10 0 0		
Carriage of material, ½ mile, 270l.	54 0 0		
Planking, 11 square yards, 2s. 6d.	1 7 6		
Putting in loop, per agreement,	90 0 0		
Sleepers, 132, 1s. 4d.	8 16 0	214 8 3	
Shubenacadie—			
Grading station ground, 9722 cubic yards, 1s. 5d.	688 12 10		
Embanking platform, 3976 do 1s. 5d.	281 12 8		
Gravelling do 320 do 2s.	32 0 0		
Forming road, 76 do 2s.	7 12 0		
Wall, cutting foundation, 129 do 1s. 6d.	9 13 6		
Masonry, 223 do 30s.	334 10 0		
Loose stone, 40 do 10s.	20 0 0		
Timber, 250 cubic feet, 1s. 6d.	18 15 0		
Planking, 200 square yards, 2s. 6d.	25 0 0		
Iron work, spikes, 300 lbs., 6d.	7 10 0		
Ballasting, 739 cubic yards, 2s.	73 18 0		
Rail laying, 563 lineal yards, 1s. 3d.	35 3 9		
Sleepers, No. 607, 1s. 4d.	40 9 4		
Points and crossings, 3 sets, 200s.	30 0 0		
Carriage of material, ½ miles, 270l.	90 0 0		
Masonry in wood shed, 16 cubic yards, 30s.	24 0 0		
Loose stone in do. 4 cubic yards, 10s.	2 0 0		
		1720 17 1	
Masonry taken down and rebuilt at peg No. 705, 16 cubic yards, 40s.	32 0 0		
Carriage of chairs from cont't No. 5, back to G. L. station,	150 0 0		
Damage for not being supplied with rails and chairs, &c.	1250 0 0	1432 0 0	
			52572 19 10
Deduct shrinkage on earth,	303238 c. yds.		
Less—ballast, &c. measured in embkts.,	21789		
	281449		
At 8 per cent., 22515 c. yds. 1s. 5d.	1594 16 3	1594 16 3	
		£50978 3 7	
		Nova	

NOVA SCOTIA RAILWAY.—CONTRACT No. 1—WINDSOR BRANCH.

Statement of works executed by Messrs. Johnston & Blackie.

EXCAVATIONS.	
Cutting No. 1,	269 cubic yards,
2,	38 do
3,	24663 do
4,	50 do
5,	3127 do
6,	40495 do
7,	6195 do
8,	22490 do
9,	2595 do
10,	10662 do
11,	30754 do
12,	2657 do
13,	3452 do
14,	9010 do
15,	4632 do
16,	708 do
17,	19519 do
18,	36714 do
19,	21912 do
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 239942
Side cuttings to embankment No 1,	6494
Ditto 2,	230
Ditto 3,	2240
Ditto 10,	584
Ditto 11,	176
Ditto 13,	3683
Ditto L. lake, 18,	39293
Ditto 19,	7239
Tap drain in cutting No. 6,	107
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 60046
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 299958
Deduct—	
Quantity put into embankment in place of viaduct and bridges,	48270
Sloping cuts I $\frac{1}{2}$ to 1, except Nos. 18 and 19, p. original agreement for 3000l., 17th Aug. '57, quantity done,	15500
Quantity of sloping in cuts Nos. 18 & 19, allowing for alteration in grades,	2473
Increase in embankments Nos. 18 & 19, per altered grade,	3190
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 69433
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 230555 c. yds. at 2s. 3d. £25937 8 6

Sloping

Sloping cuts Nos. 18 & 19, and raising embankments Nos. 18 & 19, per agreement of 28th April, 1857,	£150	0	0		
Sloping other cuts, per agreement,	3000	0	0		
	<u>3150</u>	<u>0</u>	<u>0</u>		
Less—quantity of work yet inside 1½ to 1 slopes, per statement., 11167 cubic yards, 2s. 3d.	1256	5	9	1893	14 3
Viaduct between pegs Nos. 454 & 464, embankment substituted, per agreement 20th February, 1856,				<u>4000</u>	<u>0 0</u>
					5893 14 3

ROAD ALTERATIONS.

Forming Beaver Bank road, 55 lineal yards, 20s.				55	0	0
Level crossing at do (one cattle guard, beams, &c.)				14	0	0
Do at peg No. 262, per schedule,				<u>21</u>	<u>16</u>	<u>0</u>
						90 16 0

CULVERTS, &c.

3½ feet × 3½ feet, 13½ lineal yards, 2s.				1	7	4
3½ feet × 2 feet, 28½ lineal yards, 1s.				1	8	4
3 feet × 2 feet, 41 lineal yards, 9d.				1	10	9
2 feet × 2 feet, 154 lineal yards, 6d.				3	17	0
1½ feet × 1½ feet, 46½ lineal yards, 4d.				0	15	4
Side ditches, top of cuttings and bottom of embankments, 3982 lineal yards, 6d.				99	11	0
Side ditches, top of cuttings, (extra) 4207 c. y. 2s. 3d.				473	5	9
Do in cuttings, 6800 lineal yards, 6d.				170	0	0
Cutting through embankment and filling back at peg No. 163, 406 cubic yards, 1s. 8¼d.				34	5	2
Loose stone drains in embankments, 355 c. yards, 2s. 3d.				39	18	9
Timber in beams for open courses, 57 cubic feet, 3s.				8	11	0
Iron work in do 140 lbs., 6d.				3	10	0
Retaining walls, cut No. 13, 129 cubic yards, 20s.				<u>129</u>	<u>0</u>	<u>0</u>
						967 0 5

BRIDGES.

At peg No. 16—						
Cutting foundations, 67 cubic yards, 3s.				10	1	0
Foundation stones, 500 cubic feet, 1s.				25	6	0
Rubble masonry, 178 cubic yards, 3s. 6d.				298	3	0
Coping, 51 cubic feet, 5s.				12	15	0
Timber, beams, &c. 525 cubic feet, 3s.				78	15	0
Planking, 130 square yards, 1s. 4d.				8	13	4
Iron work, 141 lbs., 6d.				3	10	6
				<u>437</u>	<u>3</u>	<u>10</u>
At peg No. 89—						
Embankment per agreement of 30th Sept. 1856,				337	5	10
At peg No. 178—						
Embankment per agreement of 30th Sept. 1856,				77	15	2
At peg No. 242—						
Embankment per agreement of 30th Sept. 1856,				<u>373</u>	<u>8</u>	<u>10</u>
						788 9 10

At peg No. 315—				
Cutting foundations, 50 cubic yards, 8s.		£7	10	0
Foundations, 100 cubic feet, 1s.		5	0	0
Rubble masonry, 86 cubic yards, 30s.		129	0	0
Timber, beams, 138 cubic feet, 3s		20	14	0
		<hr/>		
Grubbing and clearing away trees, 487½ chains, 30s.			162	4 0
			731	5 0
FINISHING.				
Ballasting, 16355 cubic yards, at 3s.		2453	5	0
Rail laying, 10725 lineal yards, 1s.		536	5	0
Sleepers, 12528, 1s. 6d.		939	12	0
Points and crossings, 3 sets, 100s.,		15	0	0
Carriage of material, 6¾ miles, 80l.		487	10	0
Upholdece, 1st Jan. to 2nd June, 6¾ miles,		288	10	0
Do. 3d June to 25th September, 6¾ miles, 70l.		287	2	2
		<hr/>		
			5007	4 2
Rail laying in sidings, 306 lineal yards, 1s.		15	6	0
Sleepers, 150, 1s. 6d.,		11	5	0
Carriage of material,		11	0	0
		<hr/>		
			37	11 0
Piles and brush in cutting No. 3, 13 chains, 50s.		33	10	0
Logging embankments Nos. 9, 15 & 19, 4370 c. yds, 9d.		163	17	6
Damage for want of rails, &c., 20,000 cubic yards, 7½d.		625	0	0
		<hr/>		
			822	7 6
		<hr/>		
			40875	4 6
Deduct—Shrinkage on cuttings,	230555 c. yards,			
Do. on embankments substituted,	48270			
Do. on increase of embkts. Nos. 18 & 19,	3190			
	<hr/>			
	282015			
Less—Done by Cameron & Co.	117902			
Embkt. No. 1, measured in embkt.	4374			
Long Lake do do	62949			
	<hr/>			
	185585			
	<hr/>			
	96430 c. yards,			
At 8 per cent.—7714 cubic yards, at 2s. 3d.			867	16 6
			<hr/>	
			£40007	8 0

NOVA SCOTIA RAILWAY.—CONTRACT No. 3—WINDSOR BRANCH.

Statement of work executed by Messrs Johnston & Blackie.

EXCAVATIONS.				
Cutting No.		C. yds.	Earth.	Rock.
1,			4733	
2,	do			13704
3,	do			16026
4,	do			19508
5,	do			3646

Cutting

		Earth.	Rock.		
Cutting No.	6,		9022		
	7,	349	349		
	8,		1122		
	9,		13866		
	10,		2098		
	11,		792		
	12,	542	21944		
	13,		246		
	14,		1384		
	15,	31200	300		
	16,		325		
	17 & 18,		4789		
	19,		18156		
	20,		502		
	21,		2101		
	22,	21046			
Side cut'g. to embkt.	No. 2,		1180		
	do 5,	367			
	do 9,	4851	3623		
	do 11,	10250	10102		
	do 16,		650		
	do 18,	2142	1863		
	do 19,	2194			
	do 21,	243			
	do 22,	4973			
Lowering bank at peg	No. 117,	987			
Tap drains in cutting	No. 9,	45			
Total work done—		83922	147298		
Quantity per original sec.	(=154963) yds. em.=	37987	82820	sch.	27117 10 6
		45935	64478		
Add a half to rock quantity,			32239		
			96717		
Deduct—					
Quantity in embkt.	No. 9,	4851	13890		
Do.	used for ballast,		11492		
Do.	taken to contract No. 2,	2000	4851	27382	
		41084	69335		
Add earth,			47084		
				cubic yards,	110419 3s.6d. 19323 6 6
Add surplus from original section,	hauled to extra embankments,		4215	1s.	210 15 0
					46651 12 0

VIADUCT OVER THIRD LAKE—EMBANKMENT NO. 9.

(Embankment substituted per agreement of 20th Feb. 1856)

Amount of viaduct, per schedule,	4585	3	0		
Amount allowed by board, per agreement of 20th Mar. '56,	500	0	0		
				5085	3 0
					Road

ROAD ALTERATIONS.

Forming Windsor road, 308 lineal yards, 10s.	£154	0	0	
Planking crossing, 39 square yards, 1s. 4d.		2	18	6
				<hr/>
				156 18 6

CULVERTS, &c.

2 feet by 2 feet, 14 lineal yards, 1s. 8d.		1	3	4	
Side ditches on top of cuttings, 550 lineal yards, 1s.		27	10	0	
Do. do. partly rock, 454 l yds. 3s 6d.		79	9	0	
Do. in cuttings, 6853 lineal yards, 1s.		342	13	0	
Cutting through banks for culverts, including logging and refilling, 296 cubic yards, 2s.		29	12	0	
At peg No. 52—					
Rubble masonry, 23 cubic yards, 40s.		46	0	0	
Timber in beams, 58 cubic feet, 2s.		5	16	0	
At peg No. 195—					
Cutting foundation, 23 cubic yards, 3s.		3	9	0	
Rubble masonry, 27 cubic yards, 40s.		54	0	0	
Timber in beams, 58 cubic feet, 2s.		5	16	0	
					<hr/>
					595 8 4

BRIDGES.

At peg No. 70—					
Foundation stones, 272 cubic feet, 1s. 6d.		20	8	0	
Rubble masonry, 47 cubic yards, 40s.		94	0	0	
Timber in beams, 86 cubic feet, 3s.		12	18	0	
					<hr/>
					127 6 0
At peg No. 147—					
Cutting foundation, 121 cubic yards, 3s.		18	3	0	
Foundation stones, 588 cubic feet, 1s. 6d.		44	2	0	
Rubble masonry, 354 cubic yards, 40s.		708	0	0	
Coping, 117 cubic feet, 6s.		35	2	0	
Timber in beams, 636 cubic feet, 2s.		63	12	0	
Planking, 95 square yards, 1s. 3d.		5	18	9	
Iron work, 673 lbs., 6d.		16	16	6	
					<hr/>
					891 14 3
Pile bridge—					
Timber in piles, &c., 11694 cubic feet, 3s.		1754	2	0	
Planking, 467 square yards, 1s. 6d.		35	0	6	
Iron work, 7366 lbs., 6d.		184	3	0	
					<hr/>
					1973 5 6
At pegs No. 87, 91—					
Cutting foundations, 300 cubic yards, 3s.		45	0	0	
Foundation stones, 1963 cubic feet, 1s. 6d.,		147	4	6	
Rubble masonry, 1051 cubic yards, 40s,		2102	0	0	
Coping, 300 cubic feet, 6s.		90	0	0	
Timber in beams, &c., 3400 cubic feet, 2s.		340	0	0	
Planking, 470 square yards, 1s. 3d.,		29	7	6	
Tarring roadway, 450 square yards, 6d.		11	5	0	
Iron work, 6160 lbs., 6d.		154	0	0	
					<hr/>
					2918 17 0
Tressel work, per agreement,					200 0 0
Grubbing and clearing away trees, 476 chains, 30s.					714 0 0

Finishing.

FINISHING.

Ballasting, 16,030 cubic yards, 3s.	£2404	10	0	
Rail laying, 10,472 lineal yards, 1s. 6d.	785	8	0	
Sleepers, 12233, 1s. 6d.,	917	9	6	
Carriage of material, $5\frac{7}{80}$ miles, 200l.	1190	0	0	
Upholdence, $5\frac{7}{80}$ miles,	633	2	9	
Points and crossings, 2 sets, 100s.	10	0	0	
				5940 10 3

SIDINGS.

Rail laying, 420 lineal yards, 1s. 6d.	31	10	0	
Sleepers, 520, 1s. 6d.	39	0	0	
Carriage of material, $\frac{1}{4}$ mile, 200l.,	50	0	0	
				120 10 0

Logging embankments Nos. 13, 14, 16 and 19, 8489 c. yards, 1s. 3d.	530	11	3	
Removing and replacing chairs,	20	0	0	
Reducing size of joint keys,	10	0	0	
Damage for want of material,	350	0	0	
				910 11 3

66285 16 1

Deduct—for shrinkage on earth, 41084 c. yds.,
 Less—proportion of work done by Cameron, 14640

26444 c. yds.,

At 8 per cent.—2115 cubic yards, at 3s. 6d. 370 2 6

£65915 13 7

NOVA SCOTIA RAILWAY.—CONTRACT No. 2—WINDSOR BRANCH.

Statement of work executed by Messrs. McDonald & Simpson.

EXCAVATIONS.

Cutting No.	1, cubic yards,	Earth.	Rock.
1,		35316	
2,	do	13257	
3,	do	3549	
4,	do	251	
5,	do	46	
6,	do	22	
7,	do	7448	7448
8,	do		3740
9,	do		8841
10,	do		102
11,	do	3539	287
12,	do	210	421
13,	do	89	134
14,	do		421
15,	do	9457	
16,	do		292
17,	do	4292	
18,	do	6025	

Cutting No. 19, cubic yards,	13708			
20, do	13263			
21, do	20703			
22, do	3397			
23, do		5433		
24, do	3972			
Side cutting to embankt. No. 1,	18007			
do 7,	2825			
do 12,	507			
do 14,	16721			
do 18,	11634			
do 21,	2833			
do 23,	348			
	<u>191419</u>	<u>27119</u>		
		218538		
Deduct quantity agreed to be put into embkt. No. 18, in place of bridge reduced,	20510			
Quantity used as ballast,	12631			
Quantity used in embankt., Beddoe's road,	660	33801		
		<u>184737</u>	2s. 8s.	24631 12 0
Deduct on embkt. substituted for viaduct,	49973	5d.	1041	2 1
				<u>£23590 9 11</u>

VIADUCT OVER SACKVILLE RIVER.

Embankment substituted per agreement.				
Amount of bridge per schedule,		2606	8	8
Amount allowed by board,		875	0	0
Increase of masonry under ground beyond original plan, 62 cubic yards, 35s.	108	10	0	
Decrease of masonry above ground, 30 cubic yards, 50s.	75	0	0	33 10 0
				<u>3514 18 8</u>

TEMPORARY BRIDGE AT EVANS' LAKE.

Excavations, 127 cubic yards, 2s. 8d.		16	18	6
Timber in stringers, 180 cubic feet, 1s. 8d.		15	0	0
Sleepers used, 19, 2s. 6d.		2	7	6
Iron work, 50 lbs., 9d.		1	17	6
				<u>36 2 6</u>

TEMPORARY WORK AT SACKVILLE RIVER BRIDGE.

Excavation, 57 cubic yards, 2s. 8d.		7	12	0
Timber in stringers, 180 cubic feet, 1s. 8d.		15	0	0
Sleepers used, 19, 2s. 6d.		2	7	6
Iron work, 50 lbs., 9d.		1	17	6
Timber on ground, 125 cubic feet, 1s. 8d.		10	8	4
				<u>37 5 4</u>

ROAD ALTERATIONS.

Beddoe's road, 242 lineal yards, 5s.		60	10	0
At peg No. 667, 250 cubic yards, 2s. 8d.		33	6	8
Temporary crossing,		5	0	0
				<u>98 16 8</u>
				Culverts,

CULVERTS, &c.

3 feet by 2 feet, 43 lineal yards, 11s.	£23	13	0	
2 do 2 do 39 do 9s.	18	10	6	
Double culvert under embkt. No. 1, 235 c. yds., 17s. 6d.	205	12	6	
Side ditches on top of cuttings and bottom of embankments, 6040 lineal yards, 2s. 6d.	755	0	0	
Side ditches in cuttings, 4290 lineal yards, 2s.	429	0	0	
Open courses in rock, 3461 cubic yards, 5s.	865	5	0	
Masonry in do. 156½ cubic yards, 17s. 6d.	136	15	10	
Timber in do. 489 cubic feet, 1s. 8d.	40	15	0	
				2474 11 10

FINISHING.

Ballasting, 15954 cubic yards, 3s.	1595	8	0	
Rail laying, 11418 lineal yards; 1s. 3d.	713	12	6	
Sleepers, 14313, 2s. 6d.	1789	2	6	
Carriage of material, 6 ³⁹ / ₈₀ miles, 110l.	713	12	6	
Carriage of chairs from Windsor, extra, 200 tons, 20s.	200	0	0	
Upholdence, 1st Jan. to 2d June, 1858,	100	16	8	
Do 3d June to 18th September, 6 ³⁹ / ₈₀ miles, 80l.	153	0	10	
				5265 13 0
Grubbing and clearing present line, 519 chains, 36s.	934	4	0	
Do. original line, from pegs Nos. 576 to 722, 140 chains, 18s.	126	0	0	
				1060 4 0
Reducing size of joint keys,	25	0	0	
Compensation for hauling material in summer instead of winter,	250	0	0	
Logging and brushing embankment and walling at abutments of Sackville River bridge, 574 c. yds., 1s. 3d.	35	17	8	
Logging and brushing embankment at Beaver Pond, 11 chains, 5084 cubic yards, 1s. 3d.	317	15	0	
				628 12 8
				36706 14 7

Deduct—

Shrinkage on earth, 178128 c. yds. at 8 per ct.	14250			
Increase on rock, 27119 c. yards at 50 per cent,	13560			
				690 c. yds., 2s. 8d.
				92 0 0
				£36614 14 7

NOVA SCOTIA RAILWAY.—CONTRACT No. 5—WINDSOR BRANCH.

Statement of work executed by Messrs. McDonald & Simpson.

EXCAVATIONS.

Cutting No.	Earth.	Rock.	Total.
1,	13262		13262 c. yds.,
2,	6231	2553	8784
3,	15699	884	16583
4,	4776	2571	7347
5,		1212	1212

Cutting

Cutting No.	Earth.	Rock.	Total.
6,	98		98
7,	5866		5866
8,	3440		3440
9,	6699		6699
10,	2497		2497
11,	10321	1210	11531
12,	3237		3237
13,	2836		2836
14,	2977		2977
15,	16982		16982
16,	1016		1016
17,	439		439
18,	302		302
19,	12743		12743
20,	9903		9903
21,	6215		6215
22,	248		248
23,	1257	1257	2514
24,	9011	1489	10500
25,	1196		1196
26,	261		261
27,	6103		6103

 154791

Side cutting to embankment No. 9,			3203
do	12,		2523
do	25,		2466
do	26,		4910

 167893

Deduct—Used as ballast on contract,	21197		
Used as ballast on extens'n,	2480		
Used making road alterations,	2814		
Taken to contract No. 3,	1586		28077

 139816 c. yds., 1s. 3d. £8738 10 0

ROAD ALTERATIONS.

At peg No. 615,	18 l. yards,	5s.	4	10	0
651,	18 do	5s.	4	10	0
662,	614 c. yards,	1s. 3d.	38	7	6
689,	14 l. yards,	5s.	3	10	0
700,	31½ do	5s.	7	18	4
735,	101 do	4s.	20	4	0
753,	11 do	5s.	2	15	0
774,	220 do	5s.	55	0	0
780,	22 do	5s.	5	10	0
848,	52 do	6s.	15	12	0
869,	88 do	8s.	35	4	0
896,	470 do	4s. 6d.	105	15	0
860,	3044 cubic yards,	1s. 3d.	190	5	0
860,	Gravelling, 600 cubic yards,	1s. 4d.	40	0	0
860,	Brush put on, 150 loads,	6s. 3d.	46	17	6

 575 18 4
Level.

Level crossings—				
At peg No. 615, per schedule,		£12	0	0
651, do		12	0	0
662, do		12	0	0
735, do		12	0	0
777 & 848, do		12	0	0
Masonry at peg No. 777, extra depth, 73½ c. yards, 45s.		165	0	0
Ditto 848, do 52 do 45s.		117	0	0
Planking crossings, 116 square yards, 4s.		23	4	0
Iron work, spikes, 116 lbs., 9d.		4	7	0
				369 11 0

CULVERTS, &c.

6 feet by 2 feet, 68½ lineal yards, 25s.		85	6	3
3 " 3 " 72¾ do 20s.		72	13	4
3 " 2 " 24¾ do 10s. 6d.		12	19	0
2 " 2 " 11¾ do 9s. 6d.		5	7	8
2 " 1½ " 38 do 7s. 6d.		14	5	0
Side ditches on top of cuttings and bottom of embankments, 12010 lineal yards, 2s. 6d.		1501	5	0
Side ditches in cuttings, 4521 lineal yards, 2s.		452	2	0
Timber in culverts under embankts., 5439 c. feet, 2s.		543	18	0
				2687 16 3

BRIDGES.

Twelve feet spans—				
Cutting foundations, 72 cubic yards, 2s.		7	4	
Rubble masonry, 313 cubic yards, 45s.		704	5	
Timber in beams, 283 cubic feet, 2s.		28	6	
Planking, 150 square yards, 4s.		30	0	0
Tarring, 150 square yards, 1s.		7	10	0
Iron work, 150 lbs., 9d.		5	12	6
				782 17 6

Fifteen feet spans—

Cutting foundations, 161 cubic yards, 2s.		16	2	0
Foundation stones, 756 cubic feet, 2s.		75	12	0
Rubble masonry, 512 cubic yards, 80s.		2048	0	0
Dry stone, 248 cubic yards, 4s.		49	12	0
Arching, 1144 cubic feet, 3s.		171	12	0
Coping, 420 cubic feet, 3s.		63	0	0
Timber in beams, 53 cubic feet, 2s.		5	6	0
Planking, 30 square yards, 4s.		6	0	0
Tarring, 30 square yards, 1s.		1	10	0
Spikes, 30 lbs. 9d.		1	2	6
Masonry built and taken down at No. 749, 43 c. yds 30s.		64	10	0
				2502 6 6

St. Croix River—

Cutting foundations, 377 cubic yards, 2s.		37	14	0
Foundation stones, 1919 cubic feet, 2s.		191	18	0
Block and course, 1564 cubic yards, 80s.		6256	0	0
Dry stone, 160 cubic yards, 4s.		32	0	0
Coping, 234 cubic feet, 3s.		35	2	0
Impost, 200 cubic feet, 4s.		40	0	0
Cutting down masonry to receive girders,		17	0	0

Timber in beams, 3908 cubic feet, 2s.	£390 16 0	
Handrail, 652 cubic feet, 2s. 6d.	81 10 0	
Planking, 450 square yards, 4s.	90 0 0	
Painting, 3 coats,	50 0 0	
Iron work, 5000 lbs. 9d.	187 10 0	
Change of plan of timber work,	3 10 0	
	<hr/>	7413 0 0
FINISHING.		
Ballasting, 21197 cubic yards, 1s. 4d.	1413 2 8	
Rail laying, 11220 linear yards, 1s. 3d.	701 5 0	
Sleepers, No. 13106, 2s. 6d.	1638 5 0	
Carriage of material, 6 ³⁰ / ₈₀ miles, 90l.	573 15 0	
Carriage of keys from Halifax to Windsor,	14 10 0	
Upholdence for 12 months, 6 ³⁰ / ₈₀ miles, 80l.	513 15 0	
	<hr/>	4854 12 8
Grubbing and clearing, 510 chains, 20s.		510 0 0
Removing side keys to fit chairs,	25 0 0	
Removing barn at peg No. 781,	10 0 0	
Brush laid on slopes of embankments, 4856 c. yds 1s. 3d.	303 10 0	338 10 0
		<hr/>
		28773 2 3
Deduct shrinkage on earth, c. yards,		
128640 at 8 per cent.,	10291	
Increase on rock, cubic yards, 11176		
at 50 per cent.,	5588	
	<hr/>	
Cubic yards,	4703 1s. 3d.	293 18 9
		<hr/>
		£28479 3 6

NOVA SCOTIA RAILWAY.—EXTENSION.—CONTRACT No. 5—WINDSOR BRANCH.

Statement of work executed by Messrs. McDonald & Simpson.

Cutting No. 1 to embankment No. 1,	912 c. yards.	
Side cutting to ditto	15338	
Cuttings Nos. 2 & 3, and side cuttings put into depot,	68550	
	<hr/>	
	84800 c. yards, 1s. 3d.	£5300 0 0

ROAD ALTERATIONS.

Winkworth road embankment, 4400 c. yards, 1s. 3d.	275 0 0	
Metalling ditto, 150 cubic yards, 1s. 4d.	10 0 0	
	<hr/>	285 0 0

CULVERTS, &c.

3 feet by 2 feet, 19 lineal yards, 10s. 6d.	9 19 6	
Side ditches, 2189 lineal yards, 2s. 6d.	273 12 6	
	<hr/>	283 12 0

BRIDGES.

At Winkworth road—		
Cutting foundations, 210 cubic yards, 2s.	21 0 0	
Foundation stones, 675 cubic feet, 2s.	67 10 0	

Masonry,

Masonry, 363 cubic yards, 80s.	£1452	0	0	
Coping, 220 cubic feet, 3s.	33	0	0	
Timber in beams, 420 cubic feet, 2s.	42	0	0	
Do in handrail, 95 do 2s. 6d.	11	17	6	
Planking (double), 155½ square yards, 8s.	62	4	0	
Tarring roadway, 155½ do 1s.	7	15	6	
Iron work, 1610 lbs. 9d.	60	7	6	
				1757 14 6
Peg No. 26—				
Cutting foundations, 36 cubic yards, 2s.	3	12	0	
Masonry, 65 cubic yards, 45s.	176	5	0	
Timber in beams, 53 cubic feet, 2s.	5	6	0	
Planking, 30 square yards, 4s.	6	0	0	
Iron work, 30 lbs., 9d.	1	2	6	
				192 5 6
FINISHING.				
Ballasting, 2480 cubic yards, at 1s. 4d.	165	6	8	
Rail laying, 2297 lineal yards, 1s. 3d.	143	11	3	
Sleepers, 3558, 2s. 6d.	444	10	0	
Carriage of material, 1½ miles, 90l.	99	0	0	
Upholdence for 12 months, 1 mile, 50l.	80	0	0	
Points and crossings, 4 sets, 120s.,	24	0	0	
				956 7 11
Grubbing and clearing away trees, 20 chains, 20s.				20 0 0
Blasting earth to ballast wharf, in winter of 1856—7, by order of Mr. Cunningham,				300 0 0
				£9094 19 11

PART 2.

Halifax, 26th January, 1859.

SIR—

Mr. Donald Cameron, a railway contractor, and the person beneficially interested in contract No. 4, W. B., has a claim against the commissioners of railways representing the provincial government in that behalf, for a large amount of money improperly, as he alleges, withheld from him. At his instance I have conducted a correspondence with the board through its chairman, and have under my hand copies of returns of money paid and of work performed by Mr. Cameron, authenticated by the signature of a government sub-engineer, by which it appears that £1350 worth of work, at least, performed for the government, remains unpaid for; and the board having given me to understand, for reasons I need not now enlarge upon, and which I am induced to believe were dictated by and have otherwise received the sanction and approbation of the government—reasons which, in Mr. Cameron's estimation, are very insufficient that this large sum of money is not likely to be paid.

On the 14th January instant, I requested Mr. McNab, as chairman of the board, to consult with the executive government, and inform me if he would accept service of a writ of summons to be issued out of the supreme court, and submit the case to a court and jury on its merits, as was done in the case of Hill & Fraser, where the present attorney

attorney general prosecuted for the plaintiff. Receiving no reply to that letter, on the 20th instant I again called his attention to the subject, and was then informed by him that my letter of the 14th had been handed to the attorney general for the decision of the government, but that no reply had been received.

I have now, sir, to request that you will be pleased to remit this application thus renewed, to his excellency in council, and to move his excellency on the subject at the earliest opportunity.

If his excellency in council prefer it, Mr. Cameron, who seeks only what is right and reasonable, would be perfectly willing that the case should be submitted to arbitrators to be mutually chosen.

It seems to me so contrary to all sense of right and justice, and equity, that a subject having such a claim as Mr. Cameron prefers, with such admissions of its correctness, should not only be refused payment by the government under which he lives, but refused a tribunal where he shall be permitted legally to establish its validity if he can. I will not, in the mean time, suppose such a wrong will be done him.

Asking you to remind his excellency Lord Mulgrave, that a delay of justice in certain cases becomes substantially a denial of it, and several months have now elapsed since this money is claimed to be due, and soliciting an early reply to this application,

I have, &c.

(Signed)

J. McCULLY.

Hon. CHARLES TUPPER, provincial secretary.

COPY.

*Provincial secretary's office,
Halifax, 28th January, 1859.*

SIR—

In answer to your letter of the 26th instant, I am commanded by the lieutenant governor to request that you will furnish, for his excellency's consideration, a detailed statement of Mr. Donald Cameron's claim against the government for work on the railway, which is the subject of your letter; and that the statement be accompanied by a reference to the agreements with the commissioners or engineers on which the charges are severally founded.

His excellency requires the information before giving an answer to your request that Mr. Cameron should be permitted to sue at law.

I have, &c.

(Signed)

CHARLES TUPPER.

Hon. J. McCULLY, &c.

Halifax, 29th January, 1859.

SIR—

I beg to acknowledge receipt of your letter of the 28th instant, in which I am informed that before giving an answer to my letter of the 27th, requesting permission for Mr. Cameron to sue at law, his excellency the lieutenant governor requests that I should furnish a detailed statement of Mr. Cameron's claim, accompanied by a reference to the agreements with the commissioners or engineers on which his charges are severally founded.

In reply, permit me to say, unreasonable as it may seem to be to make such preliminary stipulation, when, if complied with, no intimation or assurance is held out that the leave asked for will be granted, I have to remark that Mr. Cameron, who resides in New Glasgow, before leaving Halifax gave me to understand that the board of railway

railway commissioners retain the possession of all agreements, statements, measurements and returns connected with the work and his claims. Mr. Cameron, therefore, can furnish nothing of what is required, except as first furnished by the railway department, and that only, as I understand, after they obtain leave from the executive government.

I can only therefore refer you, for his excellency's information on this subject, to the railway office, and the correspondence already conducted with that department by myself on Mr. Cameron's behalf.

I should like at an early day to receive some definitive reply.

I have, &c.,

(Signed)

J. McCULLY.

Hon. CHARLES TUPPER, provincial secretary.

*Provincial secretary's office,
Halifax, February 1st, 1859.*

SIR—

I have the honor to transmit to you, by the direction of the provincial secretary, the enclosed correspondence relating to the claim of Mr. Donald Cameron, railroad contractor, and I am instructed to request that you will return the same, with a full statement of the account with Mr. Cameron, and the views of the railway commissioners on the subject of his claim, for the information of the government

I have, &c.

(Signed)

W. H. KEATING,
Deputy secretary.

The hon. JAMES McNAB,
Chairman of the railway board.

*Nova Scotia railway office,
Halifax, February 2nd, 1859.*

SIR—

I beg to acknowledge the receipt of your letter of the 1st instant, enclosing correspondence relating to the claims of Mr. Donald Cameron, railroad contractor, and requesting that the same be returned, with a full statement of the account with Mr. Cameron, and the views of the railway commissioners on the subject of his claim, for the information of the government.

In answer, I beg to hand you a statement shewing the amount paid by the railway board to Mr. Cameron to 24th September last, and the return of measurement of work done upon which he has been paid. This statement would show a balance of £1356 17s. 5d. in Mr. Cameron's favor, but it is subject to certain questions which have been raised by Mr. Laurie, the chief engineer, and which, in fact, are the chief points at issue. These points are fully stated by Mr. Laurie in his report to the board, dated 9th October last, extracts from which, containing his views on the matter in question, are also herewith submitted.

The board have had Mr. Cameron before them on these points, at which interview the chief engineer was also present; but as there was an entire variance between the chief engineer and Mr. Cameron on the questions discussed, the board did not feel that they were in a position to adjudicate upon them. They consider it, however, very desirable that a final settlement should be made of Mr. Cameron's claims, and that the disputed points should be settled amicably, if possible.

I have, &c.,

(Signed)

JAMES McNAB.

To the hon. the PROVINCIAL SECRETARY.

Mr. D. Cameron, contract No. 4, Windsor branch, to railway commissioners.

		DR.
1858.		
July 9.—To cash paid to this date,		£49492 5 0
Aug. 6.—Do do		1200 0 0
Sept. 3.—Do do		1354 0 0
“ 24.—Use of locomotives and platform cars, from 5th Aug. to 24th September,		314 19 0
Balance due D. Cameron,		1356 17 5
		£53718 1 5
CR.		
Aug. 6 —By work done to this date, per engineer's certificate,		51812 0 0
Sept. 3.—By work done for month ending 31st August, 1858, per engineer's certificate,		1504 0 0
“ 25.—By work done from 28th Aug. to 25th Septr., per return from engineer's office,		402 1 5
		£53718 1 5
Sept. 25, 1858.—By balance due D. Cameron, brought down,		£1356 17 5

Extract from chief engineer's report, dated Halifax, 9th October, 1858.

Contract No. 4 is still in the hands of the contractor, except as to upholdence, which by the entries made terminated 20th ult. Some of the cuttings and embankments are not completed to the contract widths, and the ballasting at some places is mixed with clay. Some of the culverts also require clearing out and lengthening.

Orders it appears were given in May last to the contractor to reduce or flatten the slopes of most of his clay cuttings: the materials from which was used in raising and widening his embankments. On some of the other contracts, where additional sloping was more needed, no such orders were given, but on the contrary payment refused where they had been flattened by the contractors, and as a different rule appears to have been applied in several respects to this contract, and arrangements and allowances made not warranted by the contract or supplemental agreements on file, it is proper that I should call your attention to them, as, until they are approved, I have no authority to give a certificate for payment.

1st.—The cuttings on this contract were returned as completed as far back as August, 1857, but there still remain 1498 cubic yards of rock, and 1094 cubic yards of earth to be removed to complete them to the contract width, which, at the schedule price, amounts to £356 8s.

2d.—The contractor, under his original contract, was bound to make his embankments as well as his cuttings to the full width, and dimensions without extra pay; but under the agreement for reducing slopes (which was approved of by the board) he gets 3s. 9d. per cubic yard extra for the material going to complete his embankments, amounting, September 25, 1858, to the sum of £3166 15s. 3d.

3d.—The level of the road was lowered at the Big bog brook viaduct about 5 feet, which of course reduced the height of the piers and the quantity of masonry,—the contractor however was allowed measurement for the work satisfactorily built, in addition to the nett quantity in the bridge, which by the estimate on file exceeds the schedule quantity, viz :

The estimates on file on which the contractors has been paid amount to	£6213 16 10
The schedule price of the viaduct was	5343 0 6

Extra £870 16 4

of which 464*l.*, by an estimate made by Mr. Smellie, is for work not actually performed.

4th.—The contractor claims that an agreement was made with him by which he was to receive 800*l.* for excavating two ditches and building a drain. Your chairman was not aware of any such agreement, but it has been certified to by Mr. Forman since his connection with the work ceased. At the schedule rates, the work as now completed and left by the contractor as finished, would amount to 163*l.* 14*s.*, making a difference of 636*l.* 6*s.* This work was something more costly than the average of the work on the contract, but nothing like to the amount allowed.

The quantities as estimated by Mr. Thomas, at the schedule rates, are as follows :—

566 cubic yards of rock excavation,	
582 do earth do	
<hr/>	
1148 cubic yards, at schedule rate, 2 <i>s.</i> 9 <i>d.</i> ,	157 17 0
84 lineal yards of drain, at 6 <i>d.</i>	2 2 0
30 cubic feet of timber, at 2 <i>s.</i> 6 <i>d.</i>	3 15 0
	<hr/>
	£163 14 0

About 400 cubic yards of additional excavation remains to be done to complete the ditches to the proper width and depth.

5th.—The contractor has also made claim to the chairman of your board and myself, that we had an agreement or understanding that he was to be paid for reducing slopes, not by the actual number of cubic yards he might remove, but by quantity, to be estimated by the original contemplated depth of the cuttings, which from alterations made in the grades, reducing the depths of cuttings, and amount of work to be done, and for which no reduction was made from the contract price, would give a larger quantity of sloping than was actually removed. The estimate of work in August was so returned by the assistant in charge, amounting to 106*l.* 0*s.* 3*d.*; but this paying for work not performed appeared so unjust, in the absence of any written or certified agreement, I struck it from the estimate.

We find, then, in these items the sum of 4623*l.* 9*s.* 3*d.* allowed to the contractor on principles entirely different from those sought to be applied to other contractors, and on principles at variance with those recommended by the committee of the legislature for settling claims, viz.: to pay for work done beyond the schedule or section quantity, and to make deductions for all work not performed. The following is an extract from the report of the committee :

“That where the quantities have been increased by alterations of line or grade, or from unforeseen and unexpected difficulties, the excess should be treated as extra work, and paid for at schedule rates, depending upon the relative proportions of earth and rock ; that where alterations have been made reducing the quantities, deductions should be made.

“Also, where the grade or line has been altered, by which quantities were reduced, and where the cuttings and embankments are not to the proper width, deductions should either be made, or the contractors required to complete them to the widths specified. For flattening slopes and removal of slurry, after cuttings had been made the contract width with slopes of one to one, your committee consider that the contractors should be paid as earth work, but not where the material is otherwise paid for.”

“Of the above allowances on contract No. 4, that for flattening slopes appears to be the only one formally approved by the board.”

Halifax,

Halifax, 5th February, 1859.

SIR—

On the 29th day of January last, I addressed a letter to you in reply to yours of the 28th, asking a definitive reply to a previously submitted application to implead the provincial government, to recover a large balance due Mr. Cameron, railway contractor, for work done on No. 4, Windsor branch, provincial railways.

Having furnished his reasons for not being able to comply with the request of his excellency the lieutenant-governor, to furnish detailed statements and agreements already in government custody, I had hoped that a long and wearisome correspondence would have been brought to a close, by leave to sue being given, or the offer to arbitrate being accepted.

I am sure that if contractors were aware that no means of redress under the laws of the land existed by which they could enforce these claims when thousands of pounds are withheld by a government, after being fairly earned, and even the opportunity of establishing a claim refused, no sane man would ever again contract for such a government. But I am still unwilling to assume that delay in replying to my last letter is to be construed into a refusal to pay Mr. Cameron, or to let him establish, if he can, a just claim for what he demands.

Asking again that you will be pleased to move his excellency for a reply to the application made in this behalf,

I remain, &c.
(Signed) J. McCULLY.

Hon. CHARLES TUPPER, provincial secretary.

*Provincial secretary's office,
Halifax, 5th February, 1859.*

SIR—

I am instructed by the provincial secretary to acknowledge the receipt of your letter to him of this date, relating to the claim of Mr. Donald Cameron, and to acquaint you that the question is under consideration, and that the decision of the government will be communicated to you as soon as possible after the meeting of the council on Monday.

I have, &c.
(Signed) W. H. KEATING,
Deputy secretary.

The hon. J. McCULLY.

*Provincial secretary's office,
Halifax, 7th February, 1858.*

SIR—

Referring to previous correspondence with you, as the solicitor of Mr. Donald Cameron, I am commanded by the lieutenant governor to acquaint you that his excellency does not deem it expedient to comply with your request.

I have, &c.
(Signed) CHARLES TUPPER.

Hon. J. McCULLY, &c.

PART 3.

The railway committee respectfully beg leave to report, that they have had under their consideration, petitions from—

James McDonald, representing the firm of Messrs. Black, McDonald & Irons.

Messrs. Creelman & Tupper.

Donald Fraser.

David Johnston, representing the firm of Messrs. Blackie and Johnston.

These petitioners have been heard, in person or by counsel, and the committee have had before them, to aid in the investigation of their claims, the chief engineer and officers of the railway board. Though, by a strict construction of the original contracts, and of some subsequent agreements and receipts, the committee might have excluded these parties, or some of them, from the advantage of the principles defined for the adjustment of contractors claims in the report of last year, yet, under all the circumstances of their several cases, the committee have unanimously decided to give to those petitioners the benefit of a re-measurement of their works, subject to the prescribed deductions, with a view to a full and final adjustment of their claims against the province.

Donald Cameron petitions to be paid £1356 17s. 5d., assumed to be due under his contract No. 4, Windsor branch, and has some other claims for work done under agreements with, or instructions received from, the late engineer. Mr. Laurie takes exceptions to those claims which, in the absence of Mr. Forman, the committee regret that they have not been able to investigate to their entire satisfaction. Mr. Cameron appears to have completed, or nearly completed, his work without any disputes with the board of commissioners or with Mr. Forman, and his year of upholding terminated in October last. There is every reason to believe that, had the late engineer continued in charge, the claims arising out of this contract would have been amicably adjusted. As, however, points have been raised by Mr. Laurie, involving considerable sums of public money, about which, in the absence of the late chief engineer, a majority of the committee have not been able to come to any satisfactory conclusion, they recommend that Mr. Cameron be offered either of two alternatives—to accept a measurement of his whole work, subject to deductions as in the cases of the other contractors; or, if he prefers to press his claims against the government in a court of law, that permission should be given him to do so.*

By the act, chap. 34, 21st Victoria, the amount of damage awarded for materials taken for the construction of the railway must be advanced in the first instance, by the contractors, who are to be repaid out of the county assessments. Two of the contractors, Messrs. Walker & Co., Spencer Sutherland & Sons, have petitioned to be relieved from these payments. As both those parties may leave the province before the land damages are levied and collected, the committee recommend that the law should be so changed as to authorise the county treasurers to pay over to the proprietors the amounts to which they can establish their claims, and thus relieve the contractors.

The committee have considered the petition of James Burgess, of Windsor, and, with a view to afford him some relief, under the very peculiar hardships of his case, have already reported a resolution, since adopted by the house, and by which an advance of £500 will be made upon the county certificate which he holds, to be repaid from the sum which he is to receive out of the assessments.

The committee have considered the petition of John Doran, but not being able to clearly comprehend the nature of the injury of which he complains, without personal inspection of the premises, or some other evidence than has yet been adduced, cannot recommend its prayer.

The

* The hon. the Attorney General, the hon. William Henry, and John Tobin, do not concur in the recommendation of the latter alternative.

The committee have considered the petition of Peter Donaldson, and have heard him at length in support of his claims, but, inasmuch as they have been already passed upon by two juries of his fellow citizens, the committee can afford him no relief.

The petition of Richard Marshall involves rather a claim upon the churchwardens of St. Paul's than upon the public treasury. The committee have no doubt that a fair apportionment—much of the amount of damages awarded for lands taken from the glebe will be made between the proprietors and the tenant, without their interference.

The committee, after a careful review of the papers which have accumulated in the case of John McLeod, heard petitioner at large, and consulted Mr. Laurie and the commissioners under whom Mr. McLeod was employed as contractor on the St. Peter's canal. They have agreed to recommend to the house to allow McLeod the sum of 110*l.* to cover the cost of two stone drains not included in his contract, with interest upon the cost of them for three years. The committee make this recommendation as a final adjustment, clearly of opinion that any other claims which McLeod has, or believes he has, are entirely inadmissible.

The committee regret that they are compelled to coincide in the view taken by the committee of last year, in reference to the claim of John Archibald.

The case of Thomas Ward has been considered with anxious solicitude by the committee, aware, as they have been, of the danger of establishing a precedent that might be costly, and fearful of leaving a poor man unrequited, whose property there is every reason to believe has been destroyed by sparks thrown upon it from the railway. Under all the circumstances of this case the committee recommend that if the government shall be satisfied that sparks from the engine did destroy Mr Ward's property, they be empowered to pay to him a sum not to exceed 400*l.* as a final adjustment of his claim.

All which is respectfully submitted.

JOSEPH HOWE, chairman.

12th April, 1859.

No. 62.

ROAD DAMAGES.

The committee appointed to investigate the claims made for land taken in altering certain main post roads, described in chapter 61 of the revised statutes, and chapter — of the acts of 1856, and charges for fencing the same—beg leave to report :

Upon the following agreements between commissioners appointed by the government to expend monies on the main post roads, and parties interested in lands taken therefor, which having been confirmed by the sessions, your committee recommend payment as follows :

	Damages to Soil.		
Alexander McRae, county of Victoria,	£4	15	0
Kenneth McLean, 2 days appraising,	1	0	0
Malcolm Campbell, 2 days do.	1	0	0
	<hr/>		
	£6	15	0
	Damages.		Fencing.
Joseph Pitipas, and } county of Sydney,	3	6	0
Nicholas Delong, }	20	0	0
Joseph Symons, esq ,	4	15	0
John O'Brine,	3	17	0
			22
			4
			0
			Samuel

		Soil.	Fencing.
Samuel Kenny, senr.,	£3 9 0	18 8 0	
Daniel McKrough	3 0 0	9 0 0	
Margaret McKrough,	1 12 0	1 1 0	
John McKrough,	1 1 0	0 10 0	
Wm. McKrough,	2 12 0	8 8 0	
Huban Decoast,	4 10 0	10 7 0	
Paul Decoast,	1 0 0	2 3 0	
Tusang Decoast,	1 9 0	3 5 0	
Isaac Decoast,	1 15 0	3 19 0	
Augustus Decoast,	3 11 0	7 9 0	
Desira Decoast,	1 2 0	1 18 0	
John B. Medlong,	2 16 0	8 2 0	
Lewis Carpenter, senr.,	3 10 0	15 15 0	
Lewis Carpenter, junr.,	3 5 0	15 4 0	
Paul Minnett,	2 16 0	8 2 0	
Phidd Levangier and Alward Odet,	2 5 0	6 15 0	
Luke Levangier,	3 1 0	9 2 0	
Charles Morrell,	2 1 0	7 13 0	
Isadore Fongie,	1 1 0	1 16 0	
George Levangier's estate,	3 4 0	9 11 0	
Phidd Levangier,	3 10 0	10 4 0	
Samuel and Wm. McDonnel,	0 16 0	4 14 0	
Simon and Hubbard Levangier,			
George Levangier's estate, and	1 8 0	8 8 0	
Moses Brown,			
Samuel and Wm. McDonnel, through Robinson grant,	1 17 0	11 5 0	
William Chisholm's estate, and			
John Chisholm, shoemaker,	1 0 0	1 11 0	
St. Andrews,			
		<u>69 9 0</u>	<u>252 4 0</u>
Expenses surveying said road,	£35 15 6		
A. D. Harrington and others,	321 13 0		
	<u>357 8 6</u>		
William Hall, Halifax,		5 18 2	2 7 4
Daniel Quillinan,		6 10 0	2 12 0
John Quillinan,		10 17 0	4 6 10
		<u>23 5 2</u>	<u>9 6 2</u>
Alex. Fraser, surveying and appraising,	1 0 0		
Wm. Hall, ditto	1 0 0		
Henry Balcom,	1 0 0		
	<u>3 0 0</u>		
James Henly, Halifax,		7 4 0	3 0 0
Immanuel Susy		4 0 0	1 0 0
		<u>11 4 0</u>	<u>4 0 0</u>
Alexander Fraser, appraising,	1 0 0		
William Hall, do.	1 0 0		
D. Wright, do.	1 0 0		
	<u>3 0 0</u>		

	Soil.	Fencing.
Glebe land, Cumberland,	1 17 6	15 0 0
Daniel McAloney,	1 6 8	3 0 0
Cyprian Davison,	3 0 0	7 10 0
James McAloney,	1 10 0	3 12 0
James McKay,	0 10 0	1 10 0
Frederick Newcomb,	5 0 0	6 0 0
Silas Newcomb,	3 0 0	3 12 0
Vickery Davison,	8 6 8	10 0 0
	<hr/>	<hr/>
	24 10 10	50 4 0
Catherine Morrison, Victoria,	3 10 0	2 0 0
William Jones, appraising,	0 10 0	
John Matheson,	0 10 0	
Donald McKay,	0 10 0	
	<hr/>	
	1 10 0	
John Chisholm, Inverness,	12 0 0	0 0 0
Duncan Chisholm,	8 0 0	6 0 0
Angus McDonald,	8 0 0	5 0 0
Duncan Grant,	2 10 0	2 10 0
	<hr/>	<hr/>
	30 10 0	13 10 0
Lothrop Myers, Guysborough,	1 0 0	2 17 6
Edward Kelley,	0 1 0	0 0 0
Archibald Henderson,	3 0 0	0 0 0
Francis Brown,	2 0 0	3 0 0
James Cody,	1 0 0	0 0 0
Judge DesBarres,	0 1 0	0 0 0
Stephen Hanson,	2 10 0	0 0 0
Jonathan Hartly,	0 1 0	0 0 0
William Simpson,	0 1 0	0 0 0
William Hartshorne and assistants in repairing surveys, &c.	5 9 6	
James Marshall, do.	2 5 0	
Charles Bigsby,	2 5 0	
	<hr/>	<hr/>
	19 13 6	5 17 6
John Kirk, Guysborough,	3 0 0	
John Green, Cape Breton,	4 10 0	
	<hr/>	
Whole amount,		£575 19 8

Upon the petition of Hannah Piles, of Guysboro', the committee recommend that six pounds be paid to her, in accordance with the prayer of her petition.

Your committee cannot recommend any further grant of money to Donald Matheson, Jas. Sutherland, Kenneth Munroe, Murdoch McKenzie and Roderick Fraser, Victoria, than was paid them by the government in 1849.

MOSES SHAW, chairman.
 THOMAS KILLAM,
 BENNETT SMITH,
 H. MUNRO.

Committee room, April 7th, 1859.

Abstract

No. 63.

CROWN PROPERTY.

The committee to whom were referred various petitions and other documents touching the crown domain—beg leave to report as follows :

FIRST.—As to the petition of Amos Purdy.

It appears that about ten years ago one Joshua B. Dotten took possession of a piece of crown land at Wallace River, built and cleared upon it, and occupied it as his own.

That he became indebted to petitioner, who brought an action against him, and recovered judgment for the sum of £56 7s., and recorded the same in the registry office at Amherst on the 9th May, 1856.

In July of that year, Messrs. Pineo, of Pugwash, made an application for a grant of the land so entered upon.

Against this application petitioner filed a caveat, setting forth his claim under the judgment.

Messrs. Pineo produced a deed of assignment made by Dotten, transferring to them his right to the land, and produced evidence that Dotten owed them 49*l.* 13*s.* 4*d.* for advances made to him while settling on and clearing the land.

The petitioner's debt, also, was for advances made under the same circumstances

The question therefore lay between a creditor by recorded judgment, and one claiming under a subsequent unrecorded deed, both claiming a lien on the equitable interest of the squatter on the improvements made by his labour.

Your committee, without going so far as to say that in every case where a judgment is recorded against a squatter, the party claiming under it should have indefeasible priority over any claim subsequently derived from the squatter, are still of opinion that in this case the petitioner stood, if not in a better, at all events on an equal footing with the Messrs. Pineo, and was entitled to equal consideration in the crown land office.

The improvements on the lot were valued a 70*l.* The debt due Messrs. Pineo was 49*l.* 13*s.* 4*d.* Petitioner's debt was 56*l.* 7*s.*

The commissioner of crown lands offered the land to petitioner if he would pay the the Messrs. Pineo their whole debt—he declined. It was then offered to Messrs. Pineo if they would pay over to the office the value of the improvements, less then debt. To this they consented, and having paid in 20*l.* 6*s.* 8*d.*, being the surplus, they received a grant of the land.

Thus the Messrs. Pineo obtained payment in full, while Mr. Purdy, though claiming under a judgment recorded previously to the execution of the squatter deed, obtained little over one-third of his debt.

Your committee, under all these circumstances, are of opinion that Mr. Purdy has been a sufferer by this decision, and is at all events fairly entitled to be put on the footing he would have occupied if the proceeds had been divided equally between the two parties.

They therefore recommend a grant to Mr. Purdy of 14*l.* 13*s.* 4*d.*, so as to make up the one half of the appraised value of the improvements. The petitioner, of course, to have the right to withdraw the money paid in by himself, and also the surplus to his credit from the payment made by Messrs. Pineo.

SECONDLY.—As to another petition of Amos Purdy.

It appears that one Enoch Rushton, some ten years ago, entered upon a lot of crown land at Westchester, erected buildings thereon, and made a clearing of some extent, during which time he fell in debt to the petitioner, who entered up a judgment against him for 64*l.* 17*s.* 2*d.*, and recorded it in the registry at Amherst on the 29th June, 1853.

In February, 1857, Mr. Kerr of Wallace, applied to the crown land office for a grant of the land so entered upon, and produced a document signed by Rushton, disclaiming any right or title to a grant of the land.

Rushton, notwithstanding, remained in possession, and still remains in possession.

Shortly after Kerr's application, petitioner lodged a caveat against the grant, stating the nature of his claim against Rushton the squatter.

The petitioner did not, however, lodge the money at the crown land office, or take the other steps which were proper to substantiate his claim.

The crown land office in October, 1857, priored the grant to Kerr, who thus became proprietor of the improvements, shutting out the creditor who had obtained the previous judgment.

The documents in this case, particularly the disclaimer by Rushton of his right to the land, would seem to be framed with a view to evade the effect of the judgment of Purdy as a lien upon any equitable interest of the squatter, and had the application been followed up as it ought to have been, there cannot be a doubt that the land should have been granted to Purdy, or in such a manner as to secure to him his debt—or at all events give him an equitable consideration of his claims as compared with those of Mr. Kerr.

Mr. Purdy's excuse for not taking these steps is, that very shortly after he lodged the caveat in this case, the decision of the crown land office in the case above detailed, was communicated to him, and as he understood that decision, he considered the commissioner to ignore the claim of a judgment creditor, and therefore thought it not worth while further to pursue his application.

The committee do not think he was justified in taking that view, as the decision did not go to the length he supposed. At the same time they consider his case as a very hard one, and not being able to afford him a remedy by cancelling the grant, they think it but just to give him the benefit of the amount paid in for the lands, and therefore they would recommend a grant to Mr. Purdy of 21*l.* 17*s.* 6*d.*

THIRDLY.—As to the petitions—

1st. Of William Pope, who asks for a grant, or leave to continue in occupation of 40 acres of barren crown land in Barrington, on which petitioner now lives.

2nd. Of Andrew Gilmore, a discharged soldier from the 76th regiment, who has seen 20 years service, and received four good conduct badges, praying a grant of land in the western part of Annapolis county.

3d. Of Michael Lonergan, the son of a soldier, setting forth that he has lost a hand by the accidental explosion of a gun, that he has a family of six children, and wishes a grant of lots 85 and 86 at Dalhousie, in King's county, of which lots he has been in possession some 13 years.

4th. Of John Tyrrel, late a soldier of the 88th foot, who has seen 14 years service in the East, and was present at many battles celebrated in the history of that period, and is now in ill health, praying a grant of land in the county of Lunenburg.

5th. Of Victoria Robbins, who represents herself as a widow of a sailor, who, forty years ago, was pressed into the naval service, and ten years afterwards was discharged and married to petitioner, and about 18 years ago entered upon crown land at the head of Pubnico and Great Lake, where he died six years ago, leaving petitioner destitute, with a family of children to support, and praying a free grant of the land so entered upon.

6th. Of Angus McPhail, who in 1812, while living in the Isle of Barris, on the west coast of Scotland, had to pay 20*l.* sterling to obtain a substitute to serve in the militia at Edinburgh for 5 years, has since emigrated to Nova Scotia, and is now living at Inverness on a tract of 400 acres, of which he wishes a free grant.

7th. Of James Parkes, lately a soldier in the 7th regiment of foot, who has a medal for services in the Crimea, and is in receipt of a small pension on a discharge given in consequence of a wound received in the service, and desires a grant of land in Colchester, with a view to settle on it.

8th. Of William Cahill, late town sergeant in Halifax, who has served in the army for a period of 32 years, and now resides in this province, and asks a free grant.

Your committee beg to say, that however much they may feel disposed to aid these several petitioners, who are, many of them, doubtless, very worthy and deserving persons, they could not, without establishing a precedent of a most dangerous tendency, recommend the grants that are asked. If merit, or distress, or military service, is admitted as entitling the party to a grant—or what is the same thing to a gift of the upset price of the land, the crown domain would cease to yield a revenue.

FOURTHLY.—As to the petition of certain of the inhabitants of Gabarus, in Cape Breton, who have entered a caveat against the application of Jonah Hooper and others, for a grant of a fishing station on a point of land known as Chimney Point, your committee beg to observe that there are many parts of the shores of Nova Scotia temporarily occupied by fishermen during the summer season, while in the prosecution of their business, which it would be inexpedient to grant to private individuals. At the same time it would be desirable, with a view to prevent contests among the fishermen themselves, that the right of parties occupying for the time should be defined. A survey made under the proper authority would define the portion of the coast which ought to be reserved for the use of fishermen, after which no grant should be made to any individual without the sanction of the legislature; and regulations should be made by which no party should acquire, except for the season, an exclusive occupation of that part of the shore intended for the general benefit.

Your committee have not the evidence to satisfy them whether the place in question is one to which these rules should apply, but they would recommend the suspension of any proceedings under the application for a grant until an examination shall be made by a competent person.

FIFTHLY.—As to the petition of the inhabitants of the Eastern point of the county of Halifax, praying the establishment of a registry office at Musquodoboit, your committee are sensible of the inconvenience to many of the inhabitants of the eastern settlements in being obliged on every transfer of lands to examine titles at Halifax; but there would be some inconvenience attending similar examinations were the prayer of this petition carried out. At all events, in view of the possibility of some change in the organization of the eastern district, your committee would recommend that the matter be postponed for the present.

SIXTHLY.—As to the petition of Henry Ince, esquire, who has been engaged in the Ordnance department for a period of 40 years, of which 30 have been passed in this province; and of William Low, esq., who has been in the Commissariat department an equal period, both claiming grants of land on the same principle upon which such grants have passed to officers of the army, who have retired from the service.

Your committee beg to report that they do not find any precedent of such grants to gentlemen belonging to the civil service, and without expressing any opinion as to the general policy of such grants, they do not feel justified in extending them beyond the cases to which the precedents apply.

SEVENTHLY.—As to the petition of Elizabeth Bindon—

The petitioner is the widow of the late Major Bindon, who, having retired from the army, applied in 1848 for a grant of 1000 acres in Cape Breton, and had the same laid out to him by the government surveyor, for whose services he paid 8*l.* 2*s.* 6*d.*

On applying in 1850 for a grant, a minute of council was passed ordering the grant on condition of actual occupation, and two years continued residence in the province.

Major Bindon at the time was living at Newfoundland, having lost his health, he was unable to remove, and therefore failed to comply with the condition in which his right to a grant had been made to depend. He never recovered his health, and in September last he died, leaving a widow, the petitioner, with three sons, and one daughter unprovided for.

The widow prays the completion of the grant.

This your committee cannot recommend, inasmuch as Major Bindon, never having settled in Nova Scotia, was no more entitled to a grant of crown lands therein, than any other officer not residing in this province would be on retirement from the service. At the same time, as the deceased had incurred expenses in making a survey, and would probably have removed to the colony but for his infirm health, your committee feel, particularly in consideration of the circumstances of the family, as detailed by the widow, that his representatives have some equitable claim on the province, and they recommend a grant to Mrs. Bindon of 25*l.*, in full of her claims.

EIGHTHLY.—As to the petition of the inhabitants of Upper Musquodoboit, praying that no further grants should be made on a certain base line of what is known as the Fisher grant, till that line should be settled.

Your committee, referring to the report of the commissioner of crown lands annexed to the petition, recommending the passage of an act to authorize the settlement of this and similar disputes by surveyors appointed for the purpose, to act judicially, beg leave to say that they cannot recommend the adoption of the course suggested.

At the same time they think it would be for the interests of the public that this dispute should be settled, and therefore recommend that a surveyor should be sent from the department to ascertain and settle the line if possible; and at all events to mark on the ground on the lands remaining ungranted, beyond the place of existing disputes, such a base as shall form a fixed boundary for future grants; this will prevent future, if it does not put an end to past difficulties.

NINTHLY.—As to the petition of Andrew M. Uniacke.

It appears that in 1812 a grant of 2500 acres of crown land in the county of Hants passed to the late N. F. Uniacke and others; that no survey was made till 1842, when it was discovered that a large portion of the tract lay within the bounds of the Nine Mile River grant, of an older date, and that out of the 2,500 acres intended to be granted, only 1,121 acres were at the time in the gift of the crown, and therefore the grantees have lost 1,329 acres.

And as to the petition of John Townsend Coffin.

It appears that in 1808 a grant was made to parties under whom petitioner claims, of 1,000 acres of crown land in the county of Halifax. That in laying this out in 1858, petitioner discovered that the lines as described in the grant, (the courses thereon being probably inaccurate by the mistake of the office) would give him only 275 acres, instead of the complement expressed in the grant.

In both cases the petitioners ask the province to make up the deficiency.

Your committee would observe, that at the time these grants passed, it was the duty of grantees to run out the lines at their own expense. Had this been done the errors would have been discovered, and probably rectified at the time. As the matter stands, however—in the one case 50 years, and in the other 40 from the date of the grant, having been allowed to intervene, and public sentiment with regard to the policy of these large grants having undergone much change, your committee would not feel justified in recommending the prayers of these petitions—particularly as the lands were not purchased as now, but were the subject of a free grant.

TENTHLY.—As to the petition of George Merry, who keeps a house of entertainment on the road between Nictaux and Liverpool, and asks a free grant of two small meadows in consideration of his services to the travelling public.

ELVENTHLY.—As to the petition of Colonel Butler, claiming to be repaid the expenses incurred by him in a survey of certain lands granted to him to make good the deficiency in a grant to his father.

TWELFTHLY.—As to the petition of E. D. Cutler, claiming compensation for services performed

performed by him for a series of years as chairman of the land board for the county of Annapolis.

Your committee cannot recommend the prayers of these three petitions to the favorable consideration of the house.

THIRTEENTHLY.—As to the petition of Archibald Cameron, who claims a grant of lands of which he has had possession for 32 years and upwards, and which he alleges were laid off to him by order of Mr. Morris, late crown land commissioner, in lieu of certain other lands on which he had settled and improved, under the authority of the crown, having expended thereon 70*l.* and being afterwards turned out by a grantee obtaining title without notice to him, your committee consider his a case of peculiar hardship, and they think that if he can satisfy the commissioner of crown lands that he is truly stating his case, they recommend a grant to him of the land in his possession.

FOURTEENTHLY.—As to the petition of C. H. Harrington, the committee, under all the circumstances recommend a return to him of the 12*l.* 10*s.* paid by him into the crown land office, so soon as he shall have executed such instruments as may be necessary to re-vest in the crown a perfect title to the lands granted to him—unencumbered by any claim, under the petitioner.

FIFTEENTHLY.—As to the petition of Ebenezer Frail, the committee recommend a grant to him of the land applied for, so soon as he shall pay the crown land price—the grant, nevertheless, to be subject to the right of Doran Mack to have the use of the race or canal now cut across such land for his mill, with such power of entry as may be necessary to render such reservation at all times available in the hands of Mack, his heirs and assigns, owners and occupiers of the mills.

If payment of the crown land price of 11*l.* is not made by Ebenezer Frail within one month after notice of this report, grant to pass to Doran Mack.

All which is respectfully submitted.

ADAMS G. ARCHIBALD, chairman.

Committee room, 9th April, 1859.

No. 64.

WRECKED SEAMEN.

(COPY)

No. 15.

Government house, Halifax, N.S.,

10th February, 1859.

SIR—

1. As applications by distressed British seamen for a passage to England are of frequent occurrence, and, there being no fixed rule in the colony by which such applications are controlled, I have the honor to submit for your consideration the following questions brought before me by my adviser, and I shall be obliged if you will inform me what course her majesty's government would recommend for adoption in applications of this nature

2. By the merchant shipping act, part III, section 211, provision is made for the conveyance of shipwrecked British seamen to the United Kingdom, or British possessions to which they belong, as the case may be.

3. Instances have arisen in which distressed seamen not belonging to Nova Scotia, or to vessels sailing to, or from the province, have been sent here from the United States and British possessions, and payment has been required from the provincial funds for the expense of conveyance to Nova Scotia, and the burden imposed of making a second shipment from hence to the United Kingdom.

4. This course, besides increasing the expense, makes Nova Scotia a place of trans-shipment.

5. But the act of parliament appears to contemplate one conveyance direct to the place to which the shipwrecked vessel belonged.

6. Lately two British seamen wrecked on the Bahamas in the British barque "Esther," from Cuba bound for Swansea, were sent from Bahama to Halifax, and the executive council here thought it right to resist the growing practice, and to bring the subject to the notice of the imperial authorities.

7. In this case there are two questions—first, whether the province is laid under any obligation under the act of parliament? and, secondly, whether the master of a vessel, steamer or other, can be required to furnish a passage under its provisions?

8. On the latter point a doubt arises from the act not expressly defining the place whence the shipwrecked seamen are to be sent, while its more obvious meaning points to the place of shipwreck.

9. I beg to suggest whether it would not be desirable, that after the consideration of the proper authorities in England has been given to the subject, the consular authorities in the United States, and the officers in the British possessions, should be instructed in the course to be pursued by them.

10. It would moreover greatly facilitate the relief to be afforded in cases approved by the lieutenant-governor, if the commissariat here were directed to make the requisite advances.

I have, &c.

(Signed)

MULGRAVE.

The right hon. Sir E. B. LYTTON, bart.

(COPY.)

No. 10.

Downing street, 14th March, 1859.

MY LORD—

With reference to your despatch No. 15, of the 10th of February, I transmit to you the copy of a letter from the board of trade, containing answers to the questions submitted by you, relative to the relief of distressed British seamen under the merchant shipping act.

I have, &c.

(Signed)

E. B. LYTTON.

Lieutenant-governor

The Earl of MULGRAVE, &c. &c. &c.

(COPY)

*Office of committee of privy council for trade,
Whitehall, 10th March, 1857.*

SIR—

I am directed by the lords of the committee of privy council for trade to acknowledge the receipt of your letter of the 3d instant, transmitting copy of a despatch from the lieutenant-governor of Nova Scotia, submitting certain questions with reference to the relief of distressed British seamen.

I am to acquaint you, for the information of secretary Sir E. B. Lytton, that the rules to be observed by the colonial authorities in affording aid to applicants for relief as distressed seamen, under the provisions of the merchant shipping act, 1854, are laid down in the instructions issued from this department for the guidance of officers in the British possessions abroad, a copy of which I enclose.

The paragraphs of these instructions concerning the "sending distressed seamen home" (at pages 16 to 18) will be found to contain answers to most of the queries put by the lieutenant governor of Nova Scotia.

My lords will, however, proceed more fully to notice the paragraphs of the lieutenant governor's despatch.

With reference to paragraphs 3 and 4, I am to observe that no distressed seamen, not belonging to Nova Scotia, should be sent there from the United States or from any other country or place, unless in a case where no other means are available for getting them more quickly or more cheaply home to the United Kingdom or elsewhere.

In such a case, the whole expense of conveyance and transhipment would be borne by her majesty's government, and may be charged to the board of trade accordingly in the usual manner.

Paragraph 5. The conveyance of a distressed seaman should in general, if possible, be direct to the country to which he belongs. But if the quickest and cheapest mode of sending him home is to send him to a colony from which there are frequent opportunities of sending men home, that course should be adopted, but at the expense of her majesty's government.

Paragraphs 6 and 7. The expenses of the two seamen of the "Esther," sent from the Bahamas to Halifax, if conveyed under the circumstances above mentioned, may be charged to the board of trade—the colony not being laid under any obligation in respect to their relief.

A shipmaster, if bound direct to the United Kingdom from any foreign port, or from any British possession abroad, is obliged by the 212th section of the merchant shipping act, 1854, to provide a passage for distressed seamen to the extent of one seaman to every fifty tons burden of his ship.

Paragraph 10. There is no necessity for authorizing advances by the commissariat in the colony for the payment of expenses incurred on account of distressed seamen.

Those expenses can be repaid by drafts by the shipping master upon the accountant of the board of trade, which are negotiable in the usual way.

I am to request that secretary Sir E. B. Lytton, will cause the above observations to be sent to the lieutenant governor of Nova Scotia.

I have, &c.

(Signed)

JAMES BOOTH.

H. MERIVALE, esq., C. B., &c. colonial office.

No. 65.

ROAD SCALES.

COUNTY OF ANNAPOLIS.

Resolved, That the sum of one thousand three hundred pounds granted for the service of roads and bridges in the county of Annapolis, be appropriated as follows, viz :

TOWNSHIP OF ANNAPOLIS.

From Lake Katey to Sandy Bottom brook,	£20	0	0
From Sandy Bottom brook to Maitland road,	20	0	0
From Hessian line road to Greenland road,	6	0	0
To repair the Greenland road,	6	0	0
Middlesex road,	6	0	0
northern half of the Ryerson road,	6	0	0
southern half of ditto,	6	0	0
From Berry's corner to Elm Tree brook,	4	0	0
foot of hill to McClaferty road,	10	0	0
McClaferty road to meadow,	10	0	0
Greenland road to John C. Millner's,	10	0	0
Dalhousie road to Brennen's clearing,	8	0	0
Brennen's clearing to post road,	10	0	0
John C. Millner's to Bear River lake,	7	0	0
Inlet to outlet, Corbet's lake,	7	0	0
John C. Millner's to Liverpool road, V. road,	6	0	0
To repair the bridge near C. Purdy's,	8	0	0
the road at the point, Annapolis,	18	0	0
hill at Carrol's brook,	18	0	0
Allen's river bridge,	5	0	0
To dyke the road, Allen's creek,	10	0	0
To repair Moose river bridge,	12	0	0
Spurr's bridge,	5	0	0
the Potter road,	15	0	0
Trimper road,	6	0	0
Union road,	8	0	0
From General's bridge to Wm. LeCain's,	15	0	0
Wm. LeCain's to Ritchie's meadow,	6	0	0
To repair Guinea bridge,	7	0	0
	<hr/>	£275	0 0
Unappropriated, (this sum reserved to be appropriated,)	£157	10	0
Undrawn monies Annapolis township in '58—No. 65, J.			
Hardwicke,	20	0	0
Over-expenditure, General's bridge hill, D. Eason,	3	3	0
	<hr/>	180	13 0
		<hr/>	£455 13 0
Unappropriated, (outside of towshhips of Annapolis and Granville,) to be appropriated,	530	0	0
Undrawn grant for Bridgetown bridge,	10	0	0
	<hr/>	£540	0 0
			Township

TOWNSHIP OF GRANVILLE.

From Duke of York's battery to shore, north,	£6	0	0
Johnson's point to battery, to prevent land slide,	8	0	0
Roblee's bridge to McKenzie's cross road,	6	0	0
McKenzie's cross road to Stephen John's,	6	0	0
S. John's to Mills' cross road,	8	0	0
Parker's cross road to repair bridge by E. Reid's,	7	0	0
East from Parker's cross road to Robert Hudson's,	6	0	0
West from Elijah Durland's, including the off-set south,	8	0	0
On Lamberson road from post road to the top of mountain,	6	0	0
McKenzie's cross road to the shore road,	11	0	0
Mills' cross road from top of mountain to shore road,	9	0	0
Parker's cross road from post road to shore road,	9	0	0
McCormack's cross road from top of mountain to shore road,	10	0	0
Young's cross road from post road to foot of mountain,	5	0	0
Ditto from foot of mountain to Covert road,	10	0	0
Ditto from Covert road to Bay shore,	6	0	0
James' cross road from limits of Bridgetown to lake,	8	0	0
Ditto from lake to shore road,	6	0	0
Road and bridge from Isaac Marshall's to Saunder's cross road,	13	0	0
On the Phinney cross road to the top of the mountain,	8	0	0
Road over the mountain past B. Ramsey's hill, and bridge deep brook,	7	0	0
Granville ferry slip,	10	0	0
On the shore road from the Boghart cross road to Everitt's,	8	0	0
To put railing on Eaton's bridge,	5	0	0
	<hr/>	186	0 0
Unappropriated, (this sum reserved to be appropriated,)	£151	10	0
Undrawn monies for Granville to be appropriated (1858)—			
No. 27, William Miller,	7	10	0
No. 33, William Ingles,	5	0	0
No. 37, G. Van Blarcome,	5	0	0
Unappropriated last year (1858),	40	16	9
		<hr/>	58 6 9
			<hr/>
			209 16 9
			<hr/>
			£395 16 9

COUNTY OF COLCHESTER.

Resolved, That the sum of one thousand four hundred and sixty pounds granted for the repair of the roads and bridges of the county of Colchester in the year 1859, and sixty pounds eighteen and nine pence, undrawn from 1858, be appropriated as follows :

To repay advances by government 1857, towards Shubenacadie bridge,	£45	0	0
To repair road from Shubenacadie bridge to Truro, and to Samuel Craig for repairs to bridge in 1858, 5l. 8s. 9d., and Edward Blanchard, repairs to line bridge, 1l. 5s. 3d.	50	0	0
To repair road from Truro to Pictou county line, and to pay Samuel Archibald 5l. 17s. 6d. expended in 1858, and Charles Hamilton, 5s.	100	0	0

To repair road from James Dickson's to Onslow town line,	£14 0 0	
Onslow to Conkey's,	13 0 0	
Conkey's to Willow church,	10 0 0	
Williamson's to Currie's, including Lockerby bridge,	9 0 0	
Block house bridge to Henderson's bridge,	5 0 0	
Henderson's bridge to county line,	5 0 0	
R. McNeil's to Folly bridge, and to pay Thomas Morrison expenditure, 1858,	12 10 0	
	<hr/>	263 10 0
To pay Robert McLain expenditure on Folly bridge, repair G. Village bridge, and pay A. W. McLelan 3s.9d.	4 10 0	
road from William McKim's to Joseph Spencer's, and to pay expenditure by McKim in 1858, 2l. 9d.	3 0 0	
Joseph Spencer's to county line,	9 0 0	
rebuild part of Folly river bridge,	7 0 0	
pay Henry Sibly expended on bridge at Woodworth's,	72 10 0	
Thomas Davison, bridge over Pembroke,	9 16 4	
do. over-expenditure on road to do.	6 7 0	
Alexander Fisher, expended 1858, on Middle Stewiacke bridge,	4 19 10	
John Cox, expended in 1858, on bridge at Rev. J. Smith's,	7 11 3	
repair road from Truro to Harmony, by Wilson's mountain,	5 0 0	
road from Henry Holingsworth's towards Ste-wiacke, new line,	5 0 0	
Truro to Harmony, past H. Holingsworth's,	10 0 0	
	7 0 0	
	<hr/>	151 14 5
open line from William Cameron's towards Archibald's,	5 0 0	
repair road from William Cameron's to Henry Christie's,	3 0 0	
Upper Brookfield to Charles Moore's,	5 0 0	
Robert Carter's to Daniel Carter's,	3 0 0	
round Collin's hill,	10 0 0	
from Green's creek to Job Dart's,	10 0 0	
Black rock to Boar's back,	10 0 0	
Barber's to W. A. McCurdy's, shore road,	5 0 0	
Beaver brook to Phillip's settlement,	5 0 0	
Base line, Beaver brook to John Creelman's,	4 0 0	
open a line to connect new with old line, near Park's,	15 0 0	
repair road from William Hamilton's to Halifax road,	5 0 0	
Halifax road to Irvine settlement,	5 0 0	
Brookfield by J. Kennedy's,	4 0 0	
build bridge over Moose creek, at Truro,	7 10 0	
pay William McLeod, over-expended on bridge at North River,	3 15 0	To

To repair road from Greenfield to Truro,	£12 10 0	
River bridge at A. McNutt's bridge to Murray's hill,	6 5 7	
	<hr/>	119 0 7
road from North River to Earltown line,	20 0 0	
Asa Hoar's to Samuel McNutt's,	4 0 0	
Whippy road to Robt. McCallum's.	2 0 0	
Samuel Bartlett's to W. McLeod's,		
North River,	6 0 0	
Edward Taylor's to East mountain,		
by J. Blair's,	3 0 0	
John Johnston's to Pictou road,	2 0 0	
Pictou road to David Hoar's,	5 0 0	
Andrew Christie's to John Clifford's,		
by Jacob Lyands'	5 0 0	
	<hr/>	47 0 0
between Thomas Dickson's and A. Christie's, and build bridge,	5 0 0	
from Salmon River to Earl Town line,	7 0 0	
Robert Whippy's to John Sutherland's,	4 0 0	
do Donald Green's,	2 10 0	
repair Board landing bridge to Crowe's mills, by E. Cutting's,	5 0 0	
road from Crowe's mills to Chiganois' bridge,	3 0 0	
Ephraim Steeples' to McDormond's,	4 0 0	
William Steeple's towards New Annan,	6 0 0	
David McCurdy's to Alex. Robertson's,	4 0 0	
Thomas McCollom's to James McRae's,	4 0 0	
Old Tatauagouche road to North River,		
by W. Smith's,	2 0 0	
bridge near John Higgin's,	4 0 0	
To build a bridge at Wallis', across Salmon River,	35 0 0	85 10 0
and complete embankment at Chiganois bridge,		
near James Barnhill's,	5 0 0	
To repair and floor New River bridge at A. McNutt's, and pay David Murray & Co.,	8 10 0	
rebuild bridge at Ephraim Blair's, and pay O. Blair 25s. over-expended, and also 30s.	20 0 0	
repair road from Adam McNutt's bridge to Irvine settlement,	5 0 0	
bridge near David Blair's,	3 0 0	
road from Upper Stewiacke to New Lairig,	15 5 7	
To open road from Spring side meeting house to Hamilton's, and for foot bridge,	10 0 0	
new road from Stewiacke to Musquodoboit by J. Henry's,	5 0 0	
repair road from Gammell's mills to Guysborough road,	4 0 0	
South branch to Middle Stewiacke,	10 0 0	
do do by Kennedy's,	5 0 0	
Middle Stewiacke to Lower Stewiacke,		
at Abner Polly's,	12 0 0	
Wm. Putman's to R. Carter's, Brookfield, and bridges,	17 10 0	
rebuild bridge on Pembroke, at Webster's,	18 0 0	138 5 7

To aid in building a bridge at Gammell's,	£9	0	0	
repair bridge on brook at Wm. Logan's,	3	0	0	
at McLaughlan's mills, and pay expen-				
diture by G. S. Rutherford,	7	10	0	
road from Whidden settlement to Greenfield,	5	0	0	
Gay's River to McKay's mills,	15	0	0	
Holdsworth's to old Halifax road,	5	0	0	
William Boggs' to Green's creek,	10	0	0	
Graham's, South branch, to Musquod-				
doboit,	3	0	0	
Gourlay's mills through Goshen to				
Musquodoboit,	5	0	0	
Lack's to Shubenacadie road, near				
D. Moore's,	7	10	0	
Pembroke to Otter brook,	5	0	0	
Wm. Sutherland's ridge near Daniels',	2	0	0	
				77 0 0
Towards building bridge over Little river,	12	0	0	
To repair road from Jacob Wright's to South Branch,	4	0	0	
For completing alteration between B. Tupper's and Jas.				
Dunlap's,	8	0	0	
To repair road round Mill Hill near John Archibald's,	4	0	0	
rebuild Mill Brook bridge,	5	0	0	
repair road from Geo. Taylor's to Upper Brookfield,	3	0	0	
bridge at Charles Creelman's,	5	0	0	
road from Pembroke to meeting house,	5	0	0	
Gay's River to Lower Stewiacke, old				
road,	5	0	0	
				51 0 0
repair road from C. Graham's to Onslow town line,	10	0	0	
C. Graham's towards Salmon River do.	5	0	0	
Berechen road,	4	0	0	
road from McKay's mills to Robert Murray's,	5	0	0	
R. Murray's to Alex. McDonald's,	5	0	0	
Widow Ross' to A. McKay's mills,	5	0	0	
McKay's mills to widow Ross',	5	0	0	
Widow Ross' to A. McBain's,	6	0	0	
build a bridge over Waugh's river, near A. McDonald's,	10	0	0	
repair road from widow John McLeod's to widow D.				
Sutherland's,	4	0	0	
				59 0 0
repair road from Johnson's mills to widow A. Munroe's,	4	0	0	
Widow Munroe's to Neil Sutherland's,	5	0	0	
Widow Wm. McIntosh's to Pictou				
county line, by Murray's,	5	0	0	
Widow J. McDonald's to Pictou line,				
by J. McKenzie's,	4	0	0	
Earltown meeting house to widow				
Sutherland's,	2	0	0	
Widow D. Sutherland's to D. Baillie's,	2	10	0	
Main road to settlement behind John				
McKay's,	2	0	0	
Wm. McKay's to A. McKay's mills,	3	0	0	
A. McKay's mills to J. Nelson's,	3	0	0	

To repair road from meeting house to Gilbert Sutherland's,	£3	0	0	
Donald Ross' to Wm. Ferguson's,	2	0	0	
cover and rail bridge at Moore's mills,	4	0	0	
				39 10 0
repair road from Murdoch's to J. Mingoe's,	4	0	0	
Mingoe's to Pictou line,	3	0	0	
cross road to Muckler's,	6	0	0	
D. Williamson's to J. Millard's, Point				
Bruly road,	7	10	0	
J. Millard's to Semple's,	7	10	0	
bridge at Semple's,	4	0	0	
road from Semple's to county line,	2	10	0	
Bentley's to J. Langille's, at point,	4	0	0	
Bentley's to Buckley's,	6	0	0	
Buckley's to N. Weatherbe's,	2	10	0	
J. Chambers' to J. Weatherbe's,	3	10	0	
J. Weatherbe's to J. Lockerby's,	3	0	0	
J. Millar's to A. Ross',	3	0	0	
open new road, Baresua to D. Murdoch's,	5	0	0	
repair new road from D. Murdoch's to McLeod's,	3	0	0	
Belfour mills to A. McDonald's, W. R.	4	0	0	
Main road to Don. Ross', head of bay,	1	10	0	
				70 0 0
McEachan's to Alex. Cameron's,	1	10	0	
Meadows to Murray Waugh's,	2	0	0	
McIntosh's mills to lake road,	4	0	0	
D. Donaldson's to R. Catten's, inclu-				
ding bridge,	9	0	0	
D. Donaldson's to Geo. Tatterie's,	2	10	0	
Geo. Tatterie's, jr. to J. Matatall's,	2	0	0	
J. Matatall's to Cumberland line,	4	0	0	
Lake road to Swan's mills, by J. Bon-				
neyman's,	4	0	0	
rebuild bridge over Mill brook, near McGeorge's,	15	0	0	
repair road from Gass's to Tatterie's,	4	0	0	
Tatamagouche to Oliver's bridge,	5	0	0	
Oliver's bridge,	4	0	0	
road from Oliver's bridge to Byer's mills,	5	0	0	
				62 0 0
repair road from Byer's mills to D. McLeod's, by War-				
wick's, and to pay J. Vincent 1/.				
10s over-expenditure,	7	0	0	
Wm. Byer's to G. Johnson's,	2	0	0	
Meeting house to Wilson's bridge,	4	0	0	
Wilson's bridge to Wm. Bell's,	4	0	0	
Bell's bridge to county line, by D.				
McLeod's,	6	0	0	
Atkinson's road to A. Munro's, up				
mill brook,	5	0	0	
Wm Hayndman's to R. Murray's on				
Earltown road,	2	10	0	
Alex. Langill's to Cock's,	3	0	0	
A. Langill's to Drysdale's, (new line)	16	0	3	
Wilson's to Byer's mills, by Allen's,	3	0	0	

To repair road from Munro's to J. McLellan's,	£3	0	0	
Cork town to Kempt town,	4	0	0	
Moore's mills to Philip Burke's,	2	0	0	
Burke's to Rude's,	2	0	0	
Atkinson's road to meeting house,	3	0	0	
				66 10 3
road from Chiganois bridge to R. McNeill's, and to pay Tim. Elliot over-expenditure, 7s. 10d.	4	0	0	
bridge near John Deyarmont's,	3	0	0	
road from J. Deyarmont's to Alex. Deyarmont's,	4	0	0	
Mathew Steeple's to James Graham's,	3	0	0	
James Graham's to John Cottom's,	3	0	0	
Thomas Cottom's to Peter Totten's,	3	0	0	
Debert river bridge and road,	5	0	0	
road from J. McCulloch's to F. McNutt's,	4	0	0	
Wm. Chisholm's to John Fletcher's,	3	0	0	
Wm. Fletcher's to widow Lyand's,	6	0	0	
Chiganois road past McElman's mills,	6	7	0	
pay Thos. Morrison, expended on old Debert bridge,	1	13	0	
make alteration round McElman's hill,	24	0	0	
repair road from Chas. Flemming's to widow Carter's,	3	0	0	
Widow Carter's to J. Barber's,	3	0	0	81 0 0
Dickey's mill to R. Stevens',	2	0	0	
pay John Clarke part of expenditure on Base line road,	3	0	0	
repair road from Charles Flemming's to D. Totten's, in- cluding bridge,	10	0	0	
David McLean's to Dickey's mills, old line,	2	10	0	
John McLean's to mines,	5	0	0	
James McElman's to William Slack's,	3	0	0	
William Slack's to William Archi- bald's,	3	0	0	
George McLellan's to John Dill's,	2	0	0	
John Dill's to Adam Chisholm's,	4	0	0	
William McMorrison's to G. Crowe's,	4	0	0	
Portaupique bridge and Bass River road,	8	10	0	
road from Paul Carr's to Castlereigh,	7	0	0	
make new road round Portaupique mountain,	10	0	0	
Bass River, and repair bridge, if needed,	10	0	0	74 0 0
repair or rebuild Rock brook bridge,	15	0	0	
Small bridge near Economy River,	5	0	0	
do William Moore's,	4	0	0	
road from meeting house to Wm. Young's,	4	10	0	
Sterritt's to Crawford's,	3	0	0	
do the branch,	3	0	0	
bridge on East branch,	4	0	0	
road from John McLaughlan's to main road, west line,	4	0	0	
Capt. McLellan's past widow Moore's,	3	0	0	
John Campbell's to River Philip,	9	0	0	
Jacob Durning's to Joshua Corbett's,	7	0	0	61 10 0

To repair road from Daniel Faulkner's to D. Morrison's,	£5	0	0		
Hugh McBurnie's to Biggart's,	3	0	0		
Daniel Morrison's to Edw. Morrison's,	4	0	0		
Edward Morrison's to J. C. Fulmore's,	3	0	0		
Fulmore's to Simpson's,	3	0	0		
J. Fulmore's to Thomas Fulmore's,	3	0	0		
Harris Harrington's to Boyd's,	6	0	0		
Philip Doyle's to county line,	12	0	0		
pay A. W. McLelan 20s. expended on Castlereigh road in 1857, and 14s. 6d. on Hall brook bridge in 1858,	1	14	6		
repair road from Wm. McLelan's towards Doyle's,	7	13	5		
open new road from Joseph Spencer's to Mines road,	20	0	0		
repair road from George Murray's to Taylor's, to Pratville,	4	0	0		
	2	0	0	74	7 11
				<hr/>	
				£1520	18 9

COUNTY OF CAPE BRETON.

Resolved, That the sum of fourteen hundred and twenty-one pounds voted for the service of roads and bridges in the county of Cape Breton in the year 1859, and also the sum of eighty-seven pounds five shillings and eight-pence of undrawn money, making in all fifteen hundred and eight pounds five shillings and eight-pence, be applied as follows :

OVER-EXPENDITURE OUTSIDE THE TOWNSHIP.

Allan McDonald, building bridge at McAdam's lake,	£21	0	9
John McDonald, repairing bridge at Catalone,	5	0	0
Neil Morrison, on the new road at Loch Lomond,	10	0	0
To repay the government for advances made on the main post line,	41	5	7
Michael McDonald, for repairs on main post line,	1	5	0
Donald Campbell, do. do.	1	0	0
Donald McNeil, do. do.	5	16	10
John McDougall, do. do.	3	16	9
Neil McPherson, do. do.	1	5	0
Neil Walker, repairing bridge at Point Auconi,	1	0	0
Little Bras d'Or boat,	8	3	9
John McDougall, repairing bridge at Rorey Brack's,	20	10	8
John Ormond, repairing small bridges, post road,	3	10	0

APPROPRIATIONS.

From Piper's Cove to the Narrows,	5	0	0
Shinacdie to Narrows,	20	0	0
Shinacdie to Boisdale,	20	0	0
Benacdie to Indian lands,	20	0	0
South side of Benacdie pond,	20	0	0
North side East Bay,	10	0	0
New line of road towards Boisdale,	30	0	0
From Boisdale towards East Bay,	20	0	0
Indian lands to Benacdie,	10	0	0
H. McKinnon's to Forks road,	10	0	0
East Bay to Salmon River road,	15	0	0

Salmon

Salmon River road,	£10	0	0
For Glengary road,	10	0	0
building a bridge, Grand Mire,	10	0	0
From Grand Mire to Lewis Bay,	15	0	0
Shore road at Gaberus,	15	0	0
From Louisburg to Catalone,	20	0	0
road at Scott's, Louisburg,	10	0	0
Catalone to Mainadieu,	10	0	0
Shore road at Mainadieu,	10	0	0
French road at Gaberus,	7	10	0
Big ridge road,	15	0	0
Road from Mainadieu to Lorain,	10	0	0
Upper French road,	10	0	0
Lower French road,	10	0	0
Sullivan road,	20	0	0
Road at Lewis Bay,	15	0	0
Beaver Cove road,	10	0	0
South side of Boulardrie Island,	15	0	0
Loch Lomond Settlement,	15	0	0
From Albert bridge up stream,	15	0	0
Albert bridge down stream,	15	0	0
County line to East Bay, post road,	80	0	0
Hanley ferry to county line,	30	0	0
To repair Albert bridge,	17	10	0
This sum reserved and at the disposal of the government, outside the township,	124	9	8
	<hr/>		
	823	4	0

OVER-EXPENDITURES WITHIN THE TOWNSHIP OF SYDNEY.

To repay the government per advances made during 1858,	85	11	0
For repairs on road and bridge,	15	0	3
repairing Long Point bridge,	0	10	0
Bridges,	4	13	0
do expended in 1857,	10	17	3
Forks road,	4	14	6
Leslie's bridge,	3	0	0
road,	1	0	0
To repay C. E. Leonard, advances made by him to repair road,	1	5	0
For repairing road at Long Island, expended in 1857,	10	0	0
Road at Long Island,	10	0	0
Road to Barasois,	10	0	0
Long Island road,	10	0	0
Caraboo Marsh road,	4	0	0
For repairing bridge at Ball's creek,	6	15	0
Crawley's bridge in the year 1857,	2	14	0
bridges,	6	5	6
Spencer's road,	7	10	0
road at Little Bras d'Or,	2	10	0

APPROPRIATIONS WITHIN THE TOWNSHIP.

To repair Mire bridge,	17	10	0
From Sydney to Mire,	10	0	0
Low Point road,	10	0	0
			Low

Low Point shore,	£10	0	0
Sydney to Forks,	10	0	0
From Forks to township line,	10	0	0
Road from North Sydney to Bras d'Or,	25	0	0
This sum reserved and at the disposal of the government within the town- ship,	396	6	3
	£1508	5	8

COUNTY OF CUMBERLAND.

Resolved, That the sum of one thousand five hundred and sixty pounds, granted for the road and bridge service for the county of Cumberland for the year 1859, and eight pounds three shillings and four-pence of monies previously granted remaining undrawn, and added to the grant for the present year, be sub-divided and appropriated as follows :

To pay advances to Francis Carrol, esq., repairing road at Parrsboro',	£4	0	0
for building bridge over Wallace river, near Angevine's,	144	8	8
to Ezra Black, for repairing main post road,	10	0	0
to Cyprian Davison, road and bridge, Parrsboro',	10	0	0
Cyprian Davison, over-expenditure on same road and bridge,	1	5	0
James Rindress, repairing bridge,	1	1	0
William Conn, repairing bridge and road,	4	6	0
	£175	0	8

EASTERN DISTRICT.

On road from River Philip to county line,	35	0	0
David Purdy's to Colchester line,	12	0	0
John Atkinson's to Webb's river,	10	0	0
Webb's to Wesleyan chapel,	6	0	0
Webb's river to Isaac Rushton's,	6	0	0
Isaac Rushton's to post road,	7	10	0
Teed's, by Palmer's, to Moses Teed's,	6	0	0
Victoria settlement to River Philip,	12	0	0
Conn's mill to Victoria settlement,	10	0	0
Forshner's towards River Philip,	12	0	0
William Page's to Pugwash,	12	0	0
McNutt's to Plaister Creek,	12	0	0
Thomson's to McLeod's west line, and to pay Donald Ross 30s. for expenditure on road, &c.	12	0	0
McLeod's through Grey's road,	12	0	0
Pugwash to Aboiteau,	6	0	0
Pugwash to George McIvor's,	5	0	0
McIvor's to Oxley's,	5	0	0
Robertson's to six mile road,	5	0	0
Dewar's to Fulton's, by Steven's mills,	7	10	0
Steven's mills to Peter Angevine's,	7	10	0
Steven's mills to Wallace,	7	10	0
Cook's to Samuel Treen's, Malagash,	8	0	0
North shore to Stake school house,	5	0	0
Dewar's bridge to Wallace harbor,	15	0	0
Pugwash to River Philip bridge,	6	0	0

On road from Conn's mill to Dewar's,	£7	10	0
Dewar's to Pugwash,	6	0	0
Collingwood Oxley's to Geo. Johnston's,	7	10	0
George Johnston's to post road,	6	0	0
Fullerton's to East Branch road,	5	0	0
School house, DeWolf's corner, to Thos. Thompson's,	5	0	0
East Branch to Economy,	20	0	0
Pugwash to Gulf road, by Irish town,	5	0	0
Post road to McKim's, and to repair Aboiteau bridge,	6	0	0
McLeod's, past Teed's, to Malagash point,	6	0	0
Purdy Bett's past Swallow's,	8	0	0
Colter's to Grey's road to Mitchell's,	5	0	0
East Branch road to Jos. Ripley's,	4	0	0
Greenville mountain road,	7	10	0
On road from Henry Teed's to Colchester line,	5	0	0
This sum reserved in eastern district,	114	2	8

CENTRAL DISTRICT.

To build bridge near Willis Baxter's,	30	0	0
On road from Black river to Roche's,	25	0	0
Napan bridge to Amos Fowler's,	10	0	0
Amherst to Fort Lawrence,	10	0	0
Purdy's mills to Edward Boile's,	6	0	0
Isaac Stewart's through Little Forks,	5	0	0
Little Forks to post road near Hugh Logan's,	5	0	0
Leicester road, near Bent's, to Goose River road,	5	0	0
Henry Ryan's through Porter town to post road,	5	0	0
On Tidnish road, from Behanel's to Chapman road,	10	0	0
On road from Toby's mills to McLellan's mills,	25	0	0
Burns' mill-dam to Chapman settlement,	10	0	0
McLellan's mills to Phelan's,	15	0	0
Edward Brownell's mill pond to Burns' mill,	6	0	0
To repair Shinemicash bridge near Burns',	5	0	0
On road from Goose River to Samuel Wood's, new line,	5	0	0
past Frank Smith's, new line,	10	0	0
from near Keiver's past Stewart's to coal mines,	5	0	0
Bird's road,	5	0	0
road from Tidnish school house past Peter McCoy's,	10	0	0
Goose River road to Leicester road, past Benj. Smith's,	10	0	0
Little River to Benj. Smith's,	20	0	0
Burns' bridge past George Hunter's,	5	0	0
Eel Creek road to Duncan Walker's,	5	0	0
Goose River road, Trueman's to King's, including repairs to River Philip bridge,	25	0	0
road from Black River to River Philip,	10	0	0
To build bridge near Thomas Reid's, Maccan,	10	0	0
On road from Napan bridge to Parrsboro' line,	25	0	0
Salt Springs to River Philip road, new line,	6	0	0
Ripley's gate to coal mine road,	20	0	0
Boars Back road,	7	10	0
Syme's road to Calvin Bent's,	5	0	0
road from Leicester road, past Thompson's, to River Philip,	5	0	0
Little Forks, past Hunter's, to Salt Springs,	6	10	0
B. Sayer's to J. Schureman's,	6	10	0

On

On road from Ragged Reef to Baird's mills,	£10	0	0
Sharp's road round shore,	6	10	0
Black ferry road, and to pay Fraser 9% over-expended last year,	20	0	0
road from Goose River, past Mitchell's, to Pugwash road,	5	0	0
Lower cove to Ragged Reef,	10	0	0
Baird's mill to Shulee,	15	0	0
Joseph Hannah's to Canaan settlement, past E. Pugsley's,	6	10	0
Collingwood Oxley's to Coleburn's,	5	0	0
Polly's brook to Maccan,	6	10	0
Main road to Canaan road, past Stephen Ruscoe's,	5	0	0
Edward Gordon's to school house, Black river,	5	0	0
Tait's, River Philip, past Handley's,	5	0	0
Duck creek to River Philip,	5	0	0
Mount Pleasant to Little River,	5	0	0
Salt Springs to Windham hill, past McNutt's,	7	10	0
On Black ferry road past John Bigelow's,	7	10	0
This sum reserved in central district,	56	0	0

PARRSBOROUGH DISTRICT.

On road past Gabriel's to Henry Jeffer's,	25	0	0
On road from Charles McGuire's south line over the Beaver dam bridge to near Vickery Davison's,	15	0	0
From Harrington's river to Moose river,	3	0	0
On road from Moose river to Swan creek,	5	0	0
George Newcomb's to Mill Village, and to repair bridges over Partridge Island river,	20	0	0
Swan creek, past widow O'Neill's, to Partridge Island river near George Newcomb's,	5	0	0
Beaver dam bridge, past James McKay's, to Andrew McLoney's,	3	0	0
Andrew McLoney's to George Newcomb's,	3	0	0
Andrew McLoney's towards Samuel Adam's and over Partridge Island river to Taggart's barn,	2	10	0
main road near John Lockhart's past John Morris' to the widow Smith's,	2	10	0
the widow Smith's to Delaney's,	5	0	0
Delaney's to coal mine road,	5	0	0
Sand river to Jenk's meadow,	5	0	0
Jenk's meadow to Wm. Harrison's,	5	0	0
Wm. Harrison's to Union meeting house,	5	0	0
John Skidmore's to Cranberry lake,	2	10	0
Black rock to T. D. Dickson's,	7	10	0
through Black towards Diligent river,	20	0	0
from John Vickery's to Thomas Bentley's,	2	10	0
Robert Salter's, past Eb. Kerr's, esq., to Fox river bridge,	4	0	0
Main road to Alex. Graham's,	3	0	0
William Dow's to Alfred Vickery's,	2	10	0
William Dow's to Diligent river school house,	4	0	0
Main road and over Partridge Island river towards C. Davison's,	5	0	0
Three Sisters to Advocate,	5	0	0
W. Morris' to Spicer's,	5	0	0
Advocate to Cape D'Or,	5	0	0
Grant's to J. Wilson's,	2	10	0

On

On road from main road past John Allen's,	£5	0	0
Ratchford's river to Ramshead river,	5	0	0
Main road past Pleshaw's,	2	10	0
Parson's past Joshua Pleshaw's,	4	0	0
On bridge at Advocate,	10	0	0
On road from Cannon's mills to Welton's,	4	0	0
This sum reserved in Parrsborough district,	71	10	0
	<hr/>		
	£1468	3	4

COUNTY OF DIGBY.

Resolved, That the sum of twelve hundred and twenty pounds granted for the service of the roads and bridges in the county of Digby, and seventy three pounds of undrawn monies re-appropriated, be applied as follows :

To repair road from J. Morehouse's corner to west end of lake,	£9	0	0
west end of the lake to Sandy cove,	9	0	0
pay over-expenditure to John Journeay on Weymouth bridge,	18	0	0
Stephen Marshall advances on bridge at Jogjins,	25	14	6
James F. Rice over-expenditure on road leading from Lake Hill along west branch Bear river,	25	0	0
repair Frank Geo road,	7	0	0
road from head of the Racket by T. Litteny's,	7	0	0
Roop's bridge,	9	0	0
road from Barrens, No. 26, to Alder cove,	12	0	0
road by W. F. Marshall's store west side of Bear river bridge,	8	0	0
Little river bridge and road,	9	0	0
Union road to Maitland,	6	0	0
Jourdentour, or Indian path road,	6	0	0
road from south-west angle of the township of Weymouth to Jos. Sabeau's east line,	10	0	0
pay this sum expended by John S. Mallet on bank at Digby, and undrawn,	10	0	0
John Kenny, advances on main post road at Barrens, near Wey- mouth,	5	0	0
repair road from Little river to Petite Passage,	10	0	0
Morgan road,	10	0	0
Parker road,	8	0	0
cross road from Bloomfield to South Range road,	7	0	0
road from post road on Bloomfield road to Henry Green's,	17	0	0
from Henry Green's rear line to Bloomfield,	14	0	0
open and repair new cross road from Gilbert's cove to South Range road,	9	0	0
open new road from R. Sanderson's farm to North Range,	8	0	0
repair road from Neck road, by Hutchison's, to Broad Cove road,	10	0	0
bridge and road on cross road from St. Mary's church to North Range road,	20	0	0
Tebo road from post road to Lake Hill,	11	0	0
road from J. Cook's, senr., west line to French road,	12	0	0
C. McNeil's, North Range, to South Range,	11	0	0
Mumford road,	8	0	0
road from J. McBride's to French settlement cross road,	8	0	0
Mistake bridge to East Branch,	10	0	0
Bear river road to Mistake bridge,	10	0	0

To

To repair road from Paysan's hill ending at J. Dousett's,	£13	0	0
Wilson's barn to the Bay of Fundy,	8	0	0
B. Island to light house,	20	0	0
swamp and road to J. Cook's, jr., North Range road,	10	0	0
road from lot No. 16, South Range road, to Bear river,	18	0	0
Sissiboo road from township line west,	12	0	0
road from Morgan's mill to Big still water,	12	0	0
Thomas' settlement to Bloomfield,	7	0	0
Tusket road to the bend of Sissiboo river,	9	0	0
road by Colin Porter's,	8	0	0
road from Nicholas Tebo's corner to Mumford road,	7	0	0
Jeddry's corner, Gilbert cove, by Thomas Lewis'	9	0	0
build a bridge by Daniel Rice's ship yard, being 15 $\frac{1}{2}$ in addition to the grant of last year, unexpended,	40	0	0
repair Union road,	14	0	0
road from W. Handspiker's northerly mountain road, township line road,	6	0	0
bank at Gilbert cove,	8	0	0
road from A. Lewis' east line to the brook,	9	0	0
French road from McColley's to Dousett's meadow,	6	0	0
Gilland road,	8	0	0
hill by Asa Porter's, South Range,	7	0	0
Shelburne road from Lake bridge, southward,	6	0	0
road from Shelburne road on Middle Range road, westward,	12	0	0
Edwin Jones' to W. Marrs', Bloomfield,	12	0	0
cross road from James Morehouse's corner, Trout cove, to breakwater,	8	0	0
road from Colin Porter's to south-west angle,	8	0	0
main post road from Post's brook, westward,	10	0	0
open and repair new road called Budd's hay road,	10	0	0
repair road from Ray's mill to Grand Lake,	9	0	0
Lake hill road,	10	0	0
road from Lake hill, Tebo road, southward,	13	0	0
Mumford's to Ray's mill,	8	0	0
pay Robert Foster over-expenditure of last year,	1	0	0
Henry Bonnell for advances on bank at Digby,	6	14	0
repair road on French road from where left off last year,	13	0	0
road from W. Harris's corner to South Range road,	12	0	0
Miller's to Rice's mill,	5	0	0
Abboot road,	8	0	0
road from old road between Sterns', Jones' and John Hogan's land,	10	0	0
District No. 6, from Copaboom's bridge, west,	8	0	0
road west line of Thomas O'Connor's farm, east,	7	0	0
north side of North-east Cove, Long Island,	8	0	0
south side of North-east Cove, Long Island,	9	0	0
from Marr's mill, Bloomfield road, westward,	8	0	0
pay B. Deause over-expenditure on commission No. 96, 1858,	1	8	9
A. Devouse, do. on commission No. 97,	3	19	0
G. F. Devouse, do. on commission No. 99, 1858,	0	11	6
C. M. Godett, do. on commission, No. 121,	0	2	6
C. F. Commo, do. on commission No. 123,	9	8	0
Lusime Boudreau advances on Charles Boudreau's road,	3	16	1 $\frac{1}{2}$
John B. LeBlanc, advances on Patrick Thebido's road,	2	15	7 $\frac{1}{2}$
			To

To repair road from school house to county line,	£9	0	0
main post road to Josiah Porter's,	8	0	0
Cedar lake,	9	0	0
Joel Hall's road,	8	0	0
post road to the shore south side of Salmon river,	4	0	0
post road to John Jedry's,	9	0	0
road from John Jedry's to Harrington's,	9	0	0
Harrington's to B. Devouse's,	9	0	0
on Boudreau and Mallett's line,	6	0	0
Hill road,	5	0	0
Bear Cove road,	4	0	0
Jesse Oakes' line road,	8	0	0
road from Oliver Dousett's road, eastward, second division,	8	0	0
Langford and Celestine Commo's line, second division,	10	0	0
road from Nicholas LeBlanc and Stephen Romaine, 2d division,	8	0	0
Joseph Commo's and Joseph Therrio's line, 2d division,	8	0	0
Seraphine Saulnier's and Joseph Therrio's line, do.	7	0	0
rear of Joseph Saulnier's line, eastward, 2d division,	8	0	0
Joseph Timolt's road, southward,	5	0	0
Joseph F. Commo's road,	7	0	0
road from Peter C. Melanson's to Peter Therrio's,	6	0	0
Usable Godet's to Joseph Commo's,	5	0	0
Peter Therio's to the common,	8	0	0
post road to Francis LeBlanc's,	8	0	0
road from Francis LeBlanc's to Meteghan River,	9	0	0
Meteghan River to Mark Thebido's,	9	0	0
Mark Thebido's to Tuskett road,	15	0	0
Bonninfant road,	7	0	0
on Placide LeBlanc's line,	12	0	0
post road to Billivoue's farm,	9	0	0
road from Billivoue's farm, to Tuskett road,	15	0	0
Michael Lovett's to Tuskett road,	10	0	0
Michael Wood's to Sparrel's,	8	0	0
Dousett's road to Thebido's road,	8	0	0
John Thebido's and Mark LeBlanc's line,	15	0	0
Charles Comeau's and Celestine Saulnier's line,	8	0	0
Peter Melanson's and Christopher Dugat's,	7	0	0
Hill's Settlement, eastward,	9	0	0
post road to Cape Saint Mary's,	6	0	0
post road from Metighan to Cheticamp,	10	0	0
road from Augustine LeBlanc's to New Edinburgh,	8	0	0
Bear Cove to John B. Sonia's,	6	0	0
back of Cheticamp,	6	0	0
B. Saulnier's and Peter Dugat's to Tuskett road,	8	0	0
post road from William Hall's, northward,	9	0	0
Patrick Nowlan's road,	8	0	0
road from township line road to McAlpin's,	8	0	0
Bonninfant road to Patrick Thebido's,	6	0	0
pay Devouse advances,	2	3	7
repair Usable Thibos' line,	7	0	0
Payson Meadow road,	5	0	0
Unappropriated,	65	6	5
	£1293	0	0
			County

COUNTY OF GUYSBOROUGH.

Resolved, That the sum of one thousand two hundred and twenty pounds granted for the service of roads and bridges in the county of Guysborough for the present year, be applied as follows :

To pay over-expenditure by J. Hattie,	£4	4	3
advance to George Nauffts,	15	0	0
over-expenditure by J. Sinclair,	1	3	0
over-expenditure by D. Cameron,	1	8	6
over-expenditure by J. W. McKeen,	4	9	6
over-expenditure by S. Archibald,	1	1	9
over-expenditure by J. McMillan,	2	15	8
repair road between Country Harbor and Isaac's harbor,	22	10	0
complete new road between Joseph Mason's and bark yard, Country Harbor,	8	0	0
repair road and bridges between cross roads, Country Harbor, and Forks bridge,	12	10	0
road between Forks bridge and Alex. Archibald's,	7	10	0
and improve road between Halifax county line and A. Archibald's,	35	0	0
Cochran hill road,	10	0	0
road between tannery (late Archibald's) and Sherbrooke,	10	0	0
Church, Sherbrooke, and Indian harbor lake,	10	0	0
Indian harbor lake and Furlong's,	12	10	0
Indian harbor and Holland's harbor,	8	0	0
east side Indian harbor lake,	7	10	0
west do do.	7	10	0
and improve road between Hewitt's and Indian harbor,	30	0	0
road between Hewitt's and Sherbrooke,	20	0	0
between St. Mary's river and Liscomb,	17	10	0
aid in repairing Ecum Secum bridge,	10	0	0
repair road from beach at Marie Joseph to Lang's,	6	0	0
between Ecum Secum and Clay Head,	10	0	0
between ferry opposite Clay Head and Walter's cove,	10	0	0
between Walter's cove and Liscomb cross road,	6	0	0
bridge lower end Lochabar lake,	3	10	8
road west side St. Mary's river,	10	0	0
open section of new line by Fisher's, E. River road,	30	0	0
aid Wm. Sinclair on his road,	3	10	0
improve road between Fisher's and Sydney county line,	15	0	0
complete bridge over West river, near Hattie's,	15	0	0
repair East river bridge and road near A. McKeen's,	7	10	0
pay over-expenditure by E. McGrath,	3	11	8
repair road from cross roads, John McDonald's, to Stern's bridge,	6	0	0
new line, from Goshen to Country Harbor,	15	0	0
road from bridge near J. Sinclair's to Nichol's,	6	0	0
pay first instalment on Canso road loan,	100	0	0
interest to G. Norris' loan for same to April, 1859,	21	12	8
J. Jameison's loan for same to May, 1859,	9	0	0
Bank of Nova Scotia first instalment on loan for road to Strait,			
and interest on 550/- to April 16, 1859,	222	5	10
Messrs. J. & C. Jost, half year's interest on loan, 350/.	10	10	0
Hon. R. M. Cutler half year's interest on loan, 100/.	3	0	0
advance to E. Cook,	18	0	0

To

To pay advance to Lawlor and Hurley,	£29	5	6
over-expenditure by Lawlor,	8	0	0
J. McPherson,	10	0	0
W. Torey, on bridge,	5	12	7½
complete new Canso road,	65	11	1
repair or rebuild bridge near Crow harbor,	10	0	0
rebuild bridge at Salmon river, near Neal's,	30	0	0
bridge (Miller's) at Intervale,	12	10	0
bridge near J. Aikin's on old Manchester road,	12	10	0
repair road between Sydney county line and Doyle's,	7	10	0
and bridges between Doyle's and Atkin's,	12	10	0
and bridges between Aikins' and cross roads at D.			
McDonald's,	10	8	11½
pay James Cody over-expenditure,	2	18	9
Alvanus Atwater do	14	5	0
Paul Leet do	11	19	0
Patrick Murphy do	3	11	4
This sum at the disposal of government for the townships of Manchester and Melford,	183	4	3
	<hr/>		
	£1220	0	0

COUNTY OF HALIFAX.

Resolved, That the sum of eighteen hundred and thirty-nine pounds granted for roads and bridges in the county of Halifax, and sixty-one pounds seventeen shillings and four-pence, undrawn from last year, be appropriated as follows :

To repay government advances,	103	3	4
provisions, Torrens Bay,	61	0	0
	<hr/>		
Bank of Nova Scotia, in full,	£164	3	4
	356	6	10

GREAT ROADS.

To repair from North-west Arm to Inglis',	70	0	0
Inglis' to county line, Herring Cove,	30	0	0
Three Mile House to Hants county line,	50	0	0
Dartmouth to Hants county line,	50	0	0
Rutherford's to Musquodoboit,	75	0	0
Upper Musquodoboit to Guysboro' county line,	40	0	0
Eastern shore road,	75	0	0
build bridge over Salmon river, Head Jeddore,	120	0	0
	<hr/>		
	510	0	0

CROSS ROADS.

To repair Kearney road,	50	0	0
road from Margaret's Bay to Dover, (half on each end,)	20	0	0
Hubley's to Barrack,	15	0	0
Croucher's forks to Wooden's bridge,	10	0	0
Walker's to Covey's,	5	0	0
Covey's to Peggy Cove line,	10	0	0
survey line from Larie's cove to Prospect road,	10	0	0
repair road from Inglis' to Wright's,	10	0	0

To

To repair road from Wright's to Indian river,	£10	0	0
Indian river to Davidson's,	5	0	0
Hammond's Plains to Chester road,	20	0	0
do. Windsor road,	7	10	0
city line to McIntosh's bridge,	15	0	0
Margaret's Bay road to Charles Drysdale's,	10	0	0
from Margaret's Bay road through Green Head,	7	10	0
road from C. Drysdale's to Prospect bridge,	15	0	0
Prospect bridge to Prospect,	20	0	0
White's to Gaul's,	5	0	0
Widow Drysdale's to bridge head of Torren's Bay and Lower Prospect,	15	0	0
Lower Prospect, including bridge,	10	0	0
east side of Torren's bay,	5	0	0
make alteration on Harrietsfield road,	25	0	0
repair Bennet's road,	4	0	0
road from McIntosh's bridge to Ketch harbor,	25	0	0
Ferguson's Cove to Herring Cove,	10	0	0
Herring Cove road to Herring Cove,	10	0	0
do (by Hennebery's) to Ferguson's Cove,	10	0	0
Chester road to French village, St. Margaret's Bay,	10	0	0
North-west Arm to 3 mile house,	10	0	0
Contingencies,	48	0	0
To rebuild bridge near McMullan's,	10	0	0
Cruikshank's,	25	0	0
Guild's,	35	0	0
repair road from Dartmouth road to chapel, Eastern Passage, to Cole Harbor,	15	0	0
Smither's to Lawrencetown,	15	0	0
Bell street road to Lawrencetown,	5	0	0
old Look-out road,	5	0	0
road from Smith's to Evan's,	7	10	0
Truro road to Chetteck's,	2	10	0
Harvey road to Innis' mills,	5	0	0
east side of Chezetcook,	10	0	0
east side of Jeddore,	5	0	0
west side of Jeddore,	10	0	0
west side Ship harbor (new line),	20	0	0
east side Clam harbor,	10	0	0
west side Clam harbor,	10	0	0
from Sheet harbor to Salmon river,	15	0	0
Salmon river to Moose's Head,	5	0	0
Moose's Head to Necum Teuch,	5	0	0
Necum Teuch to Ecum Secum,	5	0	0
bridge at Ecum Secum,	10	0	0
road from Upper Musquodoboit to Sheet harbor,	35	0	0
Gay's River to Musquodoboit,	15	0	0
Beaver Bank road,	10	0	0
draw-bridge Three Fathom harbor,	7	10	0
Bates' road, Halifax county,	5	0	0
road from Wise's corner to Grant settlement,	10	0	0
repay D. Hattie repairs bridge on Guysboro' road,	4	4	0
Nelson do do	7	10	0
finish road from Windsor road to Beaver Bank station,	40	0	0
repair road from draw-bridge, Three Fathom harbor, to Graham's,	5	0	0

To repair road Caledonia district,	£10 0 0
Expended on Elmsdale bridge in 1858,	5 0 0
To survey road east side of Musquodoboit harbor,	5 0 0
Contingencies.	54 3 2
	£1900 17 4

COUNTY OF HANTS.

Resolved, That the sum of one thousand four hundred and ninety-eight pounds granted for the roads and bridges of the county of Hants, in 1859, be appropriated as follows—that is to say:

FALMOUTH.

To pay over-expenditure on Avon bridge,	£58 13 0
To repair main road from Windsor bridge to Horton line,	20 0 0
Chester road from Falmouth to G. Swinehammer's,	20 0 0
a bridge from the main road to Eagle's,	4 0 0
build a bridge and open a road to Harding's farm,	4 0 0
repair road and bridge from the post road to Miller's,	4 0 0
build a bridge and repair road from post road to Payzant's,	4 0 0
repair road from post road to Payzant's,	10 0 0
bridge over Half-way River,	3 0 0
road and bridge on Manning road to Half-way River,	7 10 0
from main road to Barkhouse's mills.	10 0 0
build a bridge near W. Church's,	4 0 0
finish the bridge and repair road to Hantsport,	30 0 0
repair main road and bridge near Bishop's mill,	9 0 0
build bridge over Half-way River,	5 0 0
repair road from main line to Black bridge,	4 0 0
(Gravel) Hantsport to Horton line,	10 0 0
old Mount Denson road,	15 0 0
bridges on the cross road from Nuel's to Denson	
road,	3 0 0
road at shore at Hantsport,	3 3 6
open and make new road from Widow Barker's to Horton	
line,	10 0 0
	238 6 6

WINDSOR.

To repay over-expenditure to Edward McLatchy,	9 15 0
repair Winkworth road,	10 0 0
road from Windsor to Newport,	15 0 0
Martin's to Windsor,	30 0 0
Curry's corner to Forks,	20 0 0
Forks to Falmouth line, Chester road,	20 0 0
Dewolf's to Upper Avon bridge,	12 0 0
old Ponhook road,	10 0 0
road from James Cochrane's to Upper St. Croix	
bridge,	5 0 0
bridge on old Ardoise hill road,	7 10 0
Dawson road,	5 0 0
Advance on St. Croix bridge,	10 0 0
	154 5 0
To be appropriated hereafter,	20 8 10
	Newport.

NEWPORT.

To rebuild Cockmagun bridge,	£200	0	0	
pay Thomas Smith & Cochrane over-expenditure on				
new road to Newport station,	75	3	6	
Henry Vaugh, do. River Hebert bridge,	4	6	6	
Nelson Wolaver, do. St. Croix,	12	9	4	
A. Smith & Cochrane, do. Upper Kennetcook				
bridge, and 1 year's interest, 40s.	36	0	8	
Ezekiel Marster's, do. Cockmagun bridge,	9	0	0	
rebuild bridge over Hebert River,	40	0	0	
repair bridge over Meander River,	15	0	0	
do. do. near J. Chambers'	8	0	0	
pay Bank of Nova-Scotia,	100	0	0	
				500 0 0
James Fraser repairs of Elmsdale bridge, in 1858,	5	0	0	
Bank of Nova Scotia, amount borrowed,	109	0	0	
advances by government on Nine Mile River bridge,	50	0	0	
William Faulkner, esq., over-expenditure on Nine				
Mile River bridge,	52	11	11	
Alexander Densmore, do. on Nine Mile bridge, 1857,	9	2	7½	
Donald McDonald, do. on Noel bridge, at				
Grant's, 1857,	15	7	4½	
John T. Wickwire, do. in repairs at bridge at Wood-				
worth's,	5	8	9	
William McDougall, esquire, do. on Five Mile				
River bridge, 1857,	7	16	0	
To open new road above Five Mile River,	10	0	0	
repair road past Scaling's to Kenticook, near Shu-				
benacadie,	3	0	0	
open new road from Brown's by Smith's, to Kenticook,	5	0	0	
repair Windsor road to Shubenacadie, by Hinsley's,	10	0	0	
make alteration from A. Wallace's to Indian road, after				
£9 is expended by subscription,	16	0	0	
alteration of road near Lade's, Nine Mile River,	10	0	0	
repair road from Annand's mill past Tulloch's,	3	0	0	
James Brown's to Sheridan's, foot of lake,	5	0	0	
On new road, Nine Mile River, past McKenzie's, to Gore,	12	0	0	
To repair road from Roulston's to Thompson's, Gore,	5	0	0	
bridge at Woodworth's, Shubenacadie,	5	0	0	
new road between Rock and Maitland, and pay				
G. Smith, 30s.	31	10	4	
				369 17 0

NOEL.

To repair road past end of lake through Densmore's land,	10	0	0	
bridge over Burncoat creek,	5	0	0	
open new road from Porter's to Nine Mile River, after				
£30 is expended by subscription,	20	0	0	
repair road from Kenticook bridge to Gore, and pay J.				
Barren £4. 3s.	9	3	0	
Kenticook to J. McDougall's, esquire,	5	0	0	
past Densmore's mills,	5	0	0	
bridge over Moose brook, Noel,	10	0	0	
				643 0 0
				Rawdon.

RAWDON.

To repair or build a bridge over Mill River,	£10	0	0	
road past J. Garden's to Douglas road,	5	0	0	
Wilson's to Rawdon church,	5	0	0	
from Beaver Bank road to rail road,	10	0	0	
Withrow's mills to Cahill's shop,	5	0	0	
Beaver Bank road,	20	0	0	
bridge on River Hebert,	25	0	0	
do. do. near Stephen's,	10	0	0	
On new road near Lakelands, after £60 is expended by subscription,	24	10	2	
On road to Donald Grant's hardwood land, Nine Mile River,	3	0	0	
				117 10 2

KEMPT.

To repair road from Petite bridge to Newport line,	10	0	0	
Walton to Tenicape bridge,	7	0	0	
Walton to Shiverree,	5	0	0	
bridge at Cockmagun,	15	0	0	
road from Bradshaw's brook,	6	0	0	
between Sloan's and Thompson's,	5	0	0	
				48 0 0
				£1498 9 8

COUNTY OF INVERNESS.

Resolved, That the sum of one thousand six hundred and fifty pounds, granted for the service of roads and bridges in the county of Inverness in the present year, be appropriated and applied as his excellency in council may direct.

COUNTY OF KING'S COUNTY.

Resolved, That the sum of thirteen hundred and fifty pounds granted for the roads and bridges in the county of King's, be sub-divided as follows, viz :

To pay Griffin Miner, of Horton, on account of 200 <i>l.</i> borrowed Septem- ber, 1858, by members, paid commissioners of Cornwallis bridge,	£100	0	0	
interest thereon six months,	6	0	0	
six months interest on 200 <i>l.</i> borrowed by members in November, 1858, of Samuel Martin, Newport, paid to commissioners of Cornwallis bridge,	6	0	0	
John Lingley, commissioner of Cornwallis bridge, for expenditure made and commission, per account rendered per financial secretary,	55	0	0	
advances made J. N. Bowles, expenditure made on roads,	20	0	0	
over-expenditure on roads and bridges by commissioners, as per statement of financial secretary,	31	16	4	
William Borden, commission, per expenditure made on roads,	4	0	0	
William West, do do do do	5	0	0	
From Armstrong's to Ogilvie brook pier wharf,	5	0	0	
				From

From the Borden place on new alteration to Ogilvie brook,	£7	0	0
For the road past Foot's saw mill and Dooley hill,	5	0	0
Bently mountain hill road to Hall's harbor,	5	0	0
road past William Kelly's to the Ilsley road,	6	0	0
Marster's mountain hill to Hall's harbor,	5	0	0
Long Beach road past Leonard Ilsley's,	5	0	0
Black-hole road to Safe harbor,	7	0	0
road up the Wood Hollow to Baxter harbor,	14	0	0
road to Scot's Bay past Timothy Parker's,	5	0	0
Mountain hill on road to Scot's Bay,	10	0	0
road past Henry Irvine's to Baxter road, and bridge,	4	0	0
From Cornwallis bridge to steam mill,	7	0	0
Jackson's mills to Strong's, and to repair bridges,	5	0	0
For the road past R. Collins', and to rebuild bridge,	17	10	0
and hill past Joel Parish's, south mountain,	6	0	0
past Magrath's to Chipman wharf,	5	0	0
Huntington point road past Gideon Ilsley's,	5	0	0
Samuel Rockwell's mountain road,	5	0	0
road past Cornelius V. Rawding's,	5	0	0
From Canada Creek road over bridge to wharf,	5	0	0
the school house, Woodworth road, to post road,	7	0	0
Baxter harbor road to Osborne ship yard,	5	0	0
Charles Burbridge's on new road to Hemming's,	5	0	0
To make alteration of road to Ira Woodworth's harbor,	8	0	0
complete new road from Jas. Kinsman's to A. Eaton's,	8	0	0
past Burgess Newcomb's,	6	0	0
open new road from S. Bigelow's to P. Weaver's,	14	0	0
complete new road to Newcomb's landing, Lower Pero,	7	0	0
For the road past James Gould's and Glancy's.	5	0	0
alteration of road past R. Loomer's,	7	10	0
road past William West's to Murray brook,	5	0	0
new road, Black Rock mountain past J. White's,	7	10	0
from J. White's on to Canada Creek,	5	0	0
From Churchill Skinner's on road to Givan wharf,	7	10	0
Town house to steam mill,	5	0	0
For the Gibson road to John Ell's,	5	0	0
embankment, town plot, opposite George Allison's,	5	0	0
road past Graham Bowl's, and to rebuild bridge,	18	0	0
Joseph Spicer's, and to rebuild bridge,	20	0	0
William Cochran's, and to rebuild bridge,	11	0	0
To open new road from John Thomas' to Smith's road,	10	0	0
from Wm. North's to mountain,	8	0	0
and make alteration at J. Margeson's hill,	7	0	0
From Cornwallis bridge to road past Thomas Mee's,	5	0	0
Ebenezer Condon's on road to Long Point,	7	10	0
Joel Porter's on road to Givan wharf,	5	0	0
Holmes Crocker's to Little Lake,	5	0	0
Murray's mill brook to Canada Creek road,	5	0	0
For building a bridge at Porter brook, near A. West's,	5	0	0
alteration of road near Gideon Rockwell's,	5	0	0
To open new road from old Black Rock road to Canada Creek road,	10	13	8
build bridge at the head of Hall's harbor,	30	0	0
repair road up Burgess mountain,	5	0	0
From Long Point road to Cove road, over mill dam,	5	0	0
			From

From school house, past Mrs. Hall's to Givan wharf,	£5	0	0
For the Buckley road past W. West's and Morrison's,	5	0	0
road past Daniel Clem's to Givan road,	5	0	0
From the Aylesford line through Berwick to Pineo's,	10	0	0
Pineo's to Sharp's, and to cover the Big bridge,	12	0	0
For the south end of Black hole road,	5	0	0
road past Isaac Bonnett's to Black-hole,	5	0	0
road past Daniel Ilsley's to Irad Ilsley's,	5	0	0
	<hr/>		
	£663	0	0

AYLESFORD.

To pay over-expenditure per statement of financial secretary,	4	5	9
For the Hall road,	7	0	0
From the Parker road, west, on Canaan road, and make alteration,	10	0	0
To make alteration on road past R. Patterson's, and bridge,	10	0	0
complete alteration on road up Bishop's mountain,	5	0	0
For the cross road west of the Bishop's road,	5	0	0
Clermont road to French Cross,	5	0	0
From Thomas Palmer's to Parker road, and to repair bridge,	7	10	0
Nichol's road to Spinney's, and for bridge,	10	0	0
J. Neily's to Vail's river and bridge,	7	10	0
Elisha Harris's to Nichol's,	7	10	0
For the Lake George road,	10	0	0
road over Duck swamp, and to alter hill,	7	10	0
On Lake George road to 12 mile bridge,	20	0	0
For the Ormsby mountain hill,	5	0	0
post road from Wilmot line to Cornwallis,	10	0	0
road past Foster's mills,	7	0	0
From Duck swamp to Lunenburg line,	7	10	0
For the south end of Glebe road,	10	0	0
From post road southerly on Glebe road,	7	10	0
McGrigor road, easterly,	7	10	0
Canan road to Dodge's mills,	10	0	0
Parker road to Nichol's road,	6	0	0
Ormsby road to Morden road,	25	0	0
For Kingston l ridge and crossway,	5	0	0
road past Bishop's mills,	10	0	0
the north end of the Ormsby road,	6	0	0
From the foot of the mountain on Morden road to French Cross,	13	0	0
Dalhousie road north to E. Donnelen's,	13	8	2
to C. Saunders',	5	0	0
12 mile bridge on Lake George road to Dalhousie,	10	0	0
post road past Abraham Spinney's to Canan road,	6	0	0
For road past R. Loomer's and complete alteration,	7	10	0
From post road through bog to Woodworth road,	10	0	0
For the Clermont road on the mountain,	6	0	0
Jackson road and to alter hill and repair bridge, Vail's river,	10	0	0
	<hr/>		
	£313	13	11

Change of appropriation, £50 13. 11d. undrawn moneys of King's county, appropriated in the township of Aylesford in the above sums.

HORTON.

To re-pay over-expenditures—		
Jacob Wescott, Martin bridge,	£7	12 9
John Earl, London bridge,	5	17 10
James Fuller, Lower Gaspereau bridge,	2	1 0
Benjamin Calkin, Kentville bridge,	21	14 0
		<hr/>
	37	5 7
For timber for re-topping Simson bridge, per contract,	27	10 0
workmanship to repair Simson bridge,	22	10 0
To repair the road—		
From Wm. McDonald's bridge to the shore, new road,	20	0 0
Thomas Fitzgerald's to Hantsport,	5	0 0
post road to Little Chester, Fielding road,	5	0 0
post road by John L. Pelton's to old post road, new road,	5	0 0
Walbrook to Half-way river, Telegraph road,	5	0 0
Daniel Bishop's by Jericho mills to Jere. Graham's,	5	0 0
Daniel Bishop's to Scot's corner, old post road,	10	0 0
Fielding's mill to Hiram Fielding's, new road,	5	0 0
Richard Milan's to five roads,	5	0 0
David Vaughan's mill to Bezanson's mill,	5	0 0
Joseph Reid's mill to Peck meadow, new road,	3	0 0
Joseph Reid's mill to Robert Schofield's, new road,	5	0 0
James Davison's mill to Martin bridge, new Black River road,	20	0 0
Charles Miner's to Black River, new road,	5	0 0
John Atwell's to James Vaughan's, new road,	20	0 0
John Schofield's to John Reid's, new road,	25	0 0
Moore's mill to Schofield's mill, new road,	15	0 0
Daniel Crowell's to Walter Scott's, new road,	10	0 0
James West's to Edward Witters,	5	0 0
Frank Caldwell's to Wood and Mosher's mill,	5	0 0
Thomas Quigley's by Philip Rand's to New Canaan,	5	0 0
David Casey's to county line, Sherbrooke road,	25	0 0
Unappropriated,	91	14 5
		<hr/>
	394	0 0
Undrawn 1858, to be added to road scale, 1859,	3	18 10
		<hr/>
	£397	18 10

COUNTY OF LUNENBURG.

Resolved, That the sum of one thousand five hundred pounds voted for the roads and bridges in the county of Lunenburg in 1859, also the sum of twenty-nine pounds one shilling and sixpence, unexpended monies for 1858, be appropriated as follows :

To pay members first instalment on 462l. 16s. 6d. borrowed			
to rebuild the bridge at Bridgewater, and one year's int't,	£182	0	10½
To pay government by error in road commission,	1	0	0
From Caspar Eisenhaur's to Westaver's,	9	0	0
Westaver's corner to Fener's mill,	7	0	0
Fener's mill to Bridgewater,	10	0	0
Martin's river to Kedy's, including bridge,	8	0	0
Kedy's bridge to Mader's bridge,	5	0	0

From

From Mader's bridge to Martin's brook and bridge,	£5	0	0	
Martin's brook to common road,	4	0	0	
Steverman's to Lunenburg,	5	0	0	
Lunenburg to Jacob Hertle's,	12	0	0	
Jacob Hertle's to LaHave river,	8	0	0	
LaHave road to Spectacle lakes,	8	0	0	
Spectacle lakes to Charles Rudolf's,	6	0	0	
Charles Rudolf's to Bridgewater,	6	0	0	
Steverman's to Leonard Beck's,	4	0	0	
Mahone Bay to Casper Eisenhauer's,	8	0	0	
Charles Rudolf's to James McKim's,	3	0	0	
Leonard Herman's to Zink's point,	5	0	0	
ORDINARY ROADS.				
Nicholas Acker's to Jacob Kolp's,	7	0	0	
Jacob Kolp's to cross roads,	8	0	0	
cross roads to Elias Romkey's,	6	0	0	
Rose Bay to Samuel Moser's,	8	0	0	
cross roads to John Lohna's,	3	0	0	
cross roads to Mrs Oxner's,	6	0	0	
Rose Bay to Leslie's,	2	0	0	
Ritsey's cove to Park's creek,	4	0	0	
post road to Ziuk's, near lake,	3	10	0	
post road to Frederick Crouse's,	2	10	0	
				346 0 10½
post road through Centre Range and to Conrad Meisenger's,	6	0	0	
Lunenburg to Ryefield,	8	0	0	
Ryefield to Heckman's island,	3	0	0	
LaHave road to James Dauphiney's,	5	0	0	
LaHave road to Geo. Crouse's,	7	0	0	
George Crouse's to Peter Meisenger's,	6	0	0	
Peter Meisenger's to Jacob Wile's,	7	0	0	
Jacob Wile's to John Simon's,	6	0	0	
John Simon's to Benjamin Ritsey's,	3	0	0	
Himmelman's corner to Peter Crouse's,	5	0	0	
Peter Crouse's to Snyder's mill dam,	8	0	0	
Snyder's mill dam to Peter Hertle's mill,	7	0	0	
Peter Hertle's mill to Smith's mill,	7	0	0	
LaHave bridge to Frederick Koch's,	8	0	0	
Fred. Koch's to David Silver's,	6	0	0	
David Silver's to Wm. Kedy's,	6	0	0	
Wm. Kedy's to Nelson Chesley's,	9	0	0	
Nelson Chesley's to John Fiendall's mill,	4	0	0	
John Fiendall's mill to George Acker's,	9	0	0	
Geo. Acker's to county line,	10	0	0	
				130 0 0
West Brook bridge to Smith's mill,	8	9	9	
North-west street to Peter Zwicker's,	3	0	0	
Steverman's to meeting house,	3	0	0	
Meeting house to Casper Eisenhauer's,	3	0	0	
Casper Eisenhauer's to Mader's mill road,	6	0	0	
Mader's mill road to Robart's mill dam,	6	0	0	
Robart's mill to Cornelius Herman's, and bridge,	6	0	0	

From

From bridge to M. Barkhouse's,	£5 0 0	
Jacob Fronk's to Caldwell's,	4 0 0	
Caldwell's to Jacob Fiendall's,	8 0 0	
Jacob Fiendall's to Wm. Nichol's,	3 0 0	
German road to Cape Marsh bridge,	10 0 0	
Cape Marsh bridge to Henry Foster's,	4 0 0	
Webber's corner to Lantze's bridge,	4 0 0	
Jos. Langille's to Henry Foster's,	3 0 0	
Lantze's to Jos. Langille's,	6 0 0	
Diemon's upper corner to post road past Casper Kaulback's,	4 0 0	
post road to George Barry's,	5 0 0	
Geo. Barry's to Geo. Veinot's mill,	5 0 0	
George Veinot's mill to John Ramey's,	7 0 0	
John Ramey's to Silver's corner,	6 0 0	
Silver's corner to Koch's upper bound,	5 10 0	
Koch's upper bound to John Ramey's, jr.	5 0 0	
North river to New Germany,	4 0 0	
John Ramey's, jr. to North river,	5 0 0	
		128 19 9
George Rafuse's to Steeple hill,	5 0 0	
Diemon's corner to Daury's lake,	4 0 0	
Diemon's corner to Westaver's,	5 0 0	
Meeting house to Diemon's upper corner,	5 0 0	
Silver's corner to Ramey's school house,	5 0 0	
School house to Broom's mill,	5 0 0	
Sarty's line to Koch's corner,	5 0 0	
School house to Sarty's line,	5 0 0	
Wm. Rode's to Benj. Ernst's,	6 0 0	
Henry Weinacht's to LaHave river,	6 0 0	
Weinacht's corner to James Eichel's,	6 0 0	
Trout Hole bridge to Eawalt's mill road,	6 0 0	
Eawalt's mill road to Jacob Daurey's,	4 0 0	
Jacob Daurey's to Peter Veinot's,	4 0 0	
Clear land to Trout Hole bridge,	12 0 0	
Westaver's corner to George Veinot's,	4 0 0	
Geo. Veinot's to Northfield road,	5 0 0	
Hubley's corner to David Ernst's bound,	5 0 0	
David Ernst's bound to Broom's corner,	5 0 0	
Christian Naus' to George Hughe's,	6 0 0	
Conrad Lord's to Oxner's gate,	3 0 0	
Fronk's to Paul Jodrey's,	3 0 0	
		109 0 0
Geo. Crouse's to Beck's mill,	3 0 0	
Valentine Westaver's to North-west street,	3 0 0	
Main road to Michael Daurey's,	3 0 0	
J. Morton's corner to Delong's,	6 0 0	
Geo. Veinot's mill to James Eichel's,	5 0 0	
Edward Beohner's to Daurey's mill, including Langille's new mill road,	4 0 0	
Post road to Geo. Veinot's corner,	8 0 0	
Creek to Nicholas Conrad's,	4 0 0	
John Diemon's corner across to Mullock road,	3 0 0	
Fred. Veinot's to Blekstaner's road,	4 0 0	

From main road to John Bazantson's,	£4	0	0	
below Robart's mill to North-west street,	3	0	0	
Gully to Wenzil's settlement,	10	0	0	
Varney's bridge to West Brook bridge,	3	0	0	
main road to Ruben Dauphiney's, to repair bridge,	3	0	0	
To repair bridge at Bridgewater,	12	0	0	
From Benjamin Zink's to Wm. Veinot's,	3	0	0	
main road past Fred. Lohna's,	2	10	0	
On new road from south to main road,	45	0	0	
				133 0 0

NEW DUBLIN ROADS.

From Pernette's ferry to George Wamback's,	7	0	0	
George Wamback's to Petite Riveire,	7	0	0	
Petite Riviere to Broad Cove, including bridge,	12	0	0	
Broad Cove to Voglar's mill,	7	0	0	
Voglar's mill to Queen's county line, on post road,	7	0	0	
Bridgewater to William McKean's,	6	0	0	
William McKean's to Pernette's ferry, including bridge,	18	0	0	
Wile's school house to William Newcomb's,	7	0	0	
Bridgewater to Wile's school house,	8	0	0	
William Newcomb's to John Bollaver's,	7	0	0	
John Bollaver's to John Krouse's,	8	0	0	
John Krouse's to Loness road,	9	0	0	
Pleasant River road to Ninevah,	5	0	0	
Peter Faulkenham's towards Pleasant River,	3	0	0	
Pleasant River road to Waterloo and onwards,	8	0	0	
Chelsea road to Waterloo road, new line,	37	0	0	
Pleasant River road to Floyd's road,	14	0	0	
Floyd's road to Lapland mills,	14	0	0	
William McKean's to Jonas Hebb's,	7	0	0	
Jonas Hebb's to Fancies' mills,	7	0	0	
				198 0 0
Fancie's mills to Zwicker's, Camperdown,	5	0	0	
Zwicker's, Camperdown, to Croft's,	5	0	0	
Croft's towards the county line,	4	0	0	
Camperdown to Montreal,	5	0	0	
Post road to Gotlieb Corkum's, old road,	4	0	0	
Gotlieb Corkum's to Misinger's mill,	7	0	0	
Gotlieb Corkum's to post road, new line,	8	0	0	
Misinger's mill to Lahave River,	5	0	0	
John Herman's to Petite Riviere,	9	0	0	
Camperdown towards Conrod's Cove,	10	0	0	
Queen's county line to Voglar's saw mill,	4	0	0	
Brady's corner to Conquerall,	6	0	0	
Krouse town to Fancie's mills, and to repair Ballas bridge,	9	0	0	
John Krouse's towards New Italy,	4	0	0	
Zwicker's, Camperdown, towards New Italy,	5	0	0	
Voglar's road towards Camperdown,	20	0	0	
Abraham Hebb's to Lahave River,	5	0	0	
John Doyle's to Miller's saw mill,	8	0	0	
Tory bridge towards Chelsea,	3	0	0	
Nicholas Oxner's to Petite Riviere,	5	0	0	

From

From George Conrod's, junr. towards the mark,	£3	0	0	
Post road to Dublin church,	5	0	0	
Nicholas Oxner's towards Himmilman's and upwards,	5	0	0	
To repair bridge at Apple-tree near Cherry-hill,	6	1	7	
				150 1 7

CHESTER GREAT ROADS.

From Halifax county line to Geo. Rafuse,	9	0	0
George Rafuse's to Eastern River,	13	0	0
East River to Chester,	10	0	0
Chester to the Basin,	8	0	0
Basin to Gold River,	8	0	0
Gold River to Martin's river,	7	0	0
Robinson's corner to Millett's road,	10	0	0
Millett's road to Frank Vaughan's	20	0	0
Frank Vaughan's to Hants county line,	14	0	0

ORDINARY ROADS.

Windsor road to Middle River,	5	0	0
Basin to the grant,	12	19	3½
Grant to Stony hill,	32	10	0
From Stoney hill to the church,	17	0	0
Sherbrook church to Deader's,	20	0	0
Deader's to King's county line,	20	0	0
Church to George Hiltz's,	14	10	0
Corbin's to Sherbrooke bridge,	9	0	0
Sherbrooke bridge to King's county line,	8	0	0
Main road to Corbin's lake and outwards,	5	0	0
Little East River to Bowen's,	14	0	0
Bowen's to Blandford,	9	0	0
County line to William Shatford's,	8	0	0
William Shatford's to North-west Cove,	8	0	0
Gold River bridge to Beach Hill and outwards,	14	0	0
Windsor road to Canaan,	7	0	0
Blandford to Sandy Beaches,	7	0	0
Sandy Beaches North-west Cove,	7	0	0
To repair mill road at Sherbrooke,	7	0	0
From Mill Cove to Indian point,	10	0	0
			333 19 3½
			£1529 1 6

COUNTY OF PICTOU.

Resolved, That the sum £1800 pounds granted for the road and bridge service for the county of Pictou for the present year, be sub-divided as follows, viz :

ADVANCES AND OVER-EXPENDITURES.

To repay government advance for Durham bridge,	£654	1	1
pay William Murdoch amount borrowed for do., with interest,	265	4	6
John Crocket and Hugh Douglas for Loch Broom bridge,	165	15	0
James Langille, for bridge at River John,	65	0	0
Hugh Elliott, for bridge on Rogers' hill road in 18 56,	10	9	2

To

To pay Kenneth Fraser, bridge at Mill brook,	£13	2	0
Angus Sutherland, Rogers' hill road,	13	1	7
Duncan Urquhart, bridge Carriboo River,	16	11	3
David McKay, bridge at 8 mile brook,	8	0	0
Upper settlement, West River,	20	0	0
John Sutherland, Rogers' hill,	12	0	0
repay government advance for New Glasgow bridge,	30	17	11
do. Middle River bridge,	5	14	5
Adam McKenzie, on great roads,	104	14	8
pay Donald Fraser, building bridge on Little Harbor road,	20	3	11
John Gordon, bridge at Middle River,	3	11	6
William Lippencott, repairs of bridges near New Glasgow,	8	4	4
William Young, balance due on loan for St. Mary's road,	70	13	4
Estate of James Crerar, for money loaned by permission of government, 125 <i>l.</i> and interest 5 <i>l.</i> 6 <i>s.</i> 3 <i>d.</i> , for Barney's River bridge,	135	6	3
Angus McDonald, repairing bridge over Mill brook, Gulf shore,	7	8	6
Robert McDonald, repairing Hattie's bridge, Barney's River,	9	0	0
	£1638	19	5
Angus Robertson, from Marshy Hope road to his place,	5	0	0
Alexander McLeod, from Dunn's mills to Alexander McLeod's,	5	0	0
Angus McKay, on road from Dunn's mills up west branch of Bar- ney's River,	15	0	0
William Irving, from Widow Sutherland's to Alexander Suther- land's, fiddler,	5	0	0
John McDougall, on road from Rev. Mr. Blair's to Blue mountains,	10	0	0
Grant from Malcolm Ross' to Alexander Grant's,	5	0	0
Angus McKay, from Dunn's mills on cross roads towards Mrs. Blair's,	5	0	0
John Foote, on Mitchell road,	10	0	0
make breakwater at Mill brook, Gulf shore,	7	10	0
pay Donald Lamont, on Lamont road,	4	0	0
Alexander Lamont, on road from McLellan's mountains by Don- ald Ross' to saw mill,	3	0	0
John Robertson, on road from Piedmont to lower end Barney's River,	5	0	0
Alexander Sutherland, for bridge over River St. Mary's, at his place,	5	0	0
William J. Gunn, on Black brook road,	4	0	0
Donald Campbell, for bridge on Moose River,	7	0	0
William Ketley, Quarry Island,	5	0	0
John Johnston, from Sutherland's mountain to Blue mountain church,	5	0	0
Kenneth McKenzie's from Murray's, Middle River, to county line,	5	0	0
James Fraser, (Culloden) from Mills' brook to Church bridge,	5	0	0
James McDonald, (tailor) bridge at Thomson's,	10	0	0
Donald Chisholm, (Hugh's son) for bridge at marsh, Middle River,	5	0	0
David Smith, omitted to be provided in 1856,	0	15	0
Neil McLean, bridge between James Cameron's and Christopher McDonald's,	4	15	7
Little Harbour to New Glasgow,	5	0	0

To

To pay John McKay (deacon) road to Fisher's grant,	4	0	0
William Dunbar, New Glasgow, to Abercrombie,	3	0	0
George McDonald, Middle River, from ferry wharf upwards,	2	0	0
Alexander Fraser, esquire, from old church, Middle River, towards New Glasgow,	6	0	0
Alexander McLean, (John's son) on road from James McLean's to mills, Sutherland's River,	5	0	0
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	£1800	0	0

COUNTY OF QUEEN'S COUNTY.

Resolved, That the sum of eleven hundred and eighty-two pounds granted for the roads and bridges in the county of Queen's, be applied as follows :

From Lunenburg county line to Stephen Park's,	£10	0	0
Stephen Park's to Mill Village,	10	0	0
Mill Village to Mack's meadows,	10	0	0
Mack's meadows to Brooklyn,	20	0	0
Brooklyn to Smith's, Sandy Cove,	15	0	0
Smith's to William Dean's,	15	0	0
Liverpool to Thamos Payzant's,	25	0	0
Thomas Payzant's to B. Smith's,	10	0	0
B. Smith's to Broad river,	15	0	0
Broad river to D. Campbell's,	20	0	0
Port Mattoon to Rocky Hill,	10	0	0
Rocky hill to M. Robertson's,	10	0	0
M. Robertson's to R. Robertson's,	10	0	0
R. Robertson's to James McDonald's,	10	0	0
J. McDonald's, to county line,	15	0	0
Cowie's tanyard to Shield's,	25	0	0
Shield's to A. McLeod's store,	20	0	0
Ford's shop to Whitman Freeman's,	10	0	0
F. Minard to four mile,	50	0	0
Four mile to eight mile,	50	0	0
Eight mile to Middlefield,	50	0	0
Miles's to Bear Trap bridge,	25	0	0
Samuel Smith's to Bryden, and bridge,	15	0	0
Between Luther Ledbetter's and Pleasant river road,	12	10	0
From Luther Ledbetter's to county line,	15	0	0
Brookfield corner to Caledonia corner,	12	10	0
Caledonia corner to Wheeler Minard's road,	10	0	0
Wheeler Minard's road to county line,	10	0	0
Brookfield meeting house to Carder's road,	5	0	0
Carder's road to school house,	5	0	0
School house to David Freeman's,	5	0	0
Paul West's towards Godfrey's farm,	17	10	0
Godfrey's farm towards White Point,	10	0	0
White Point road to Mailman's new road,	7	10	0
Mailman's to Broad river,	7	10	0
Port Medway towards Charles Francis',	25	0	0
Port Medway towards Mill Village,	17	10	0

From

From John Mouser's towards George Conrod's,	£19	0	0
George Conrod's towards Pudding Pan,	19	0	0
Pudding Pan towards John Wolf's, N. road,	10	0	0
John Wolf's towards Blueberry,	7	10	0
Wensil's mill towards Solomon's,	17	10	0
Morton's mill towards Greenfield,	25	0	0
Main road to Morton's mill, and repair bridge,	7	10	0
Greenfield to Wellington,	5	0	0
Chelsea to Wellington,	7	10	0
Salmon River bridge to Wm. Dean's,	17	10	0
CROSS ROADS.			
From John Briggan's to Mill Village, and bridge,	£15	0	0
Port Medway to Blueberry,	5	0	0
Lewis Freeman's to Nathan Ells',	7	10	0
Nathan Ells' to mills, Herring Cove lake,	12	10	0
Mrs. E. Freeman's towards Milton bridge,	10	0	0
Academy towards Nathan Randall's,	5	0	0
Ritcie's towards Brooklyn,	7	10	0
African chapel towards Tar's,	7	10	0
Tar's towards Western Head,	7	10	0
White Point to Hunt's point,	5	0	0
Hunt's point towards Beach Hill,	5	0	0
Catherine river towards Port Mattoon,	10	0	0
R. Robertson's towards Alex. Cameron's,	5	0	0
Alex. Cameron's towards Angus McIntosh's,	7	10	0
main road, Port Jolly, to A. McDonald's,	5	0	0
Alex. McDonald's to main road,	5	0	0
post road towards Port Lebare,	10	0	0
Barss' boom towards Devonshire road,	10	0	0
main road towards James Nickerson's,	5	0	0
On Devonshire road,	5	0	0
Westfield road,	7	10	0
From Peter Cohoon's east side Port Medway,	5	0	0
On bridge, Minard's mill,	10	0	0
From Bartlett Freeman's farm towards Brookfield,	10	0	0
Wentworth brook to Greenfield,	50	0	0
Building new bridge, Milton,	50	0	0
From Western Head road to White Point road,	25	0	0
Milton to Indian Garden, Ponhook,	12	10	0
post road to Broad River head,	10	0	0
Waterloo street to African chapel,	5	0	0
African chapel to Goosley's,	5	0	0
Goosley's to M. Munro's,	5	0	0
Purdy's to Western Head, new road,	5	0	0
Nickerson to Joseph Freeman's,	5	0	0
Shore to main road, Herington, Brooklyn,	5	0	0
main road to carding mill,	7	10	0
John Wallace's towards Port Mattoon,	5	0	0
On James Smith's road,	5	0	0
Broham road,	5	0	0
From Solomon Stuart's towards Fraser's,	5	0	0
On Buckfield road,	3	1	11

Over-expenditure.

OVER-EXPENDITURE.

To pay Joseph Garden,	£29	3	4
Eben West	10	7	3
Samuel Freeman, junr.	6	7	6
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	£1182	0	0

COUNTY OF RICHMOND.

Resolved, That the sum of one thousand two hundred and twenty pounds granted for the road and bridge service in the county of Richmond, be sub-divided as follows, viz :

To pay John McLeod for repairing River Inhabitants bridge,	£1	0	0
James McKenzie for engineering roads,	2	3	0
repair road from Western county line to River Inhabitants bridge,	15	0	0
River Inhabitants bridge to McDonald's,	15	0	0
McDonald's half-way to McPherson's,	10	0	0
McPherson's half-way to McDonald's,	10	0	0
bridge near McPherson's, Grandance,	10	0	0
road from McPherson's to rear of Madden's,	15	0	0
rear of Madden's to Keating's house,	20	0	0
Keating's house to River Tear bridge,	10	0	0
River Tear bridge towards Saint Peter's,	10	0	0
Saint Peter's towards Salmon River,	10	0	0
Salmon River towards McNab's,	10	0	0
McNab's towards Campbell's bridge,	15	0	0
Campbell's bridge to McLeod's mill,	20	0	0
McLeod's mill to county line,	25	0	0
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	198	3	0
To open road, new line, round Ship Harbor point, and repair the bridge at head Ship Harbor, in addition to 15 <i>l.</i> from the county Inverness,	60	0	0
build bridge and repair road near John Oliver's,	7	10	0
repair road from Grand River to L'Archevique brook,	14	4	6
build bridge and repair road near Donald McKenzie's, Grand river,	5	1	5
bridge and road near McLeod's, Loch Lomond,	8	10	10
repair road from McAskell's to Philip Morrison's,	13	10	0
bridge near John Murray's, Little River,	9	0	0
complete bridge across River Moullin, and repair road,	10	0	0
repair bridge near Patrick Kyte's,	10	6	0
Grand river bridge,	35	0	0
Building two bridges at Flamboise,	100	0	0
To repair bridges on road from St. Esprit towards Flamboise,	12	10	0
bridge near Archy Stewart's at Sporting Mountain,	10	0	0
road from McCarthy's to main post road,	10	0	0
River Inhabitants to Kempt road,	10	0	0
Basin River Inhabitants to Kempt road,	9	0	0
head of River Inhabitants towards West bay,	7	10	0
West Bay toward's Ballam's Beach,	7	10	0
Kempt road towards Ferguson's hill,	12	0	0
Ferguson's hill half-way to Black river,	7	0	0
Black river half-way to Ferguson's,	7	0	0

To

To repair road from Alexander McRae's to McLean's bar,	£7	0	0
cross roads at Morrison's to Ross' mill,	7	10	0
Allan Morrison's to cross roads,	7	10	0
James Pringle's to Thomas Palmer's,	12	10	0
Hugh McDonald's to Donald Sutherland's,	7	10	0
Sutherland's to main post road near Strachan's, in addition to 5l. spent last year,	10	0	0
road from Kyte's towards McLean's,	7	10	0
McLean's towards Hugh McDonald's,	9	0	0
Kyte's towards Edward Hearn's,	5	0	0
post road near Madden's to River Bourgeois,	10	0	0
Saint Peter's towards Reily's,	10	0	0
Alexis Grassie's to Murphy's west line,	6	0	0
Murphy's west line to James Keefe's,	6	0	0
repair bridge towards Cape Bouchelotto,	5	0	0
road from L'Ardoise half-way to Salmon River,	7	0	0
cross roads, L'Ardoise to Point Michon,	5	0	0
McLean's towards McKaskell's,	6	0	0
McKaskell's to Duncan Finlayson's corner,	12	0	0
Grand River to Louis cove,	7	0	0
Philip Morrison's to the church,	5	0	0
Hector Kempt's to John Matheson's,	5	0	0
John Matheson's to Saint Esprit,	5	0	0
Donald Ferguson's towards Flamboise,	7	10	0
bridge and road between N. McLean's and B. River road,	7	0	0
road from Loch Lomond hill to main post road near islands,	20	0	0
Ferguson's to McRae's mill,	10	0	0
Kempt road to McRae's mill,	5	0	0
road near Donald Morrison's, Loch Lomond,	8	0	0
at Flamboise, rear of Donald McKinnon's,	6	6	0
bridges and road, St. Peter's to Cape George,	7	10	0
road near Ballam's B. River, towards Rev. Mr. Stewart's,	10	0	0
clift rear Alexander McRae's towards McKenzie's,	12	0	0
road from Wm. McKenzie's towards Pringle's,	12	0	0
Donald Urquhart's to James Pringle's,	10	0	0
River Tear bridge towards River Bourgeois,	7	10	0
Salmon River half-way to L'Ardoise,	5	0	0
bridge on Chisholm's river, Loch Lomond,	7	0	0
road from shore of River Bourgeois to main post road,	8	0	0
head of River Bourgeois towards Boyd's,	10	18	3
	£880	0	0

TOWNSHIP APPROPRIATION.

To pay Peter Benoit for over-expenditure on road from Martinique to Big brook,	20	0	0
John Morrison, on main post road from Arichat to Grandique,	6	19	6
Simon Martell, over-expenditure on bridges from Arichat to Grandique,	3	14	9
James Campbell, over-expenditure on road from widow Campbell's to Frehel's,	0	5	7½
Arichat to Grand Lake,	30	0	0
Grand Lake to Grandique,	15	0	0
On new road head of Arichat harbor,	6	0	0
			On

On end of new road to Ballam's, Petit de Grate,	£6	0	0
to Bondrot's, Petit de Grate,	6	0	0
To repair road north side of Petit de Grate harbour,	6	0	0
south side of ditto	5	0	0
road from Gros Nez to Petit de Grate,	6	0	0
Richard's to rear Kavanagh's Point,	6	0	0
Kavanagh's Point to head of Arichat harbor,	7	0	0
Grandique to D'Escouse,	9	0	0
D'Escouse to Cape LaRonde,	8	0	0
Cape LaRonde to LeConteur's,	7	0	0
LeConteur's to Doyle's,	7	0	0
Doyle's to Wood's,	7	0	0
Rocky Bay to D'Escouse, by Doyle's,	7	0	0
Binas' to Rocky Bay,	5	0	0
Alexander Madden's to Thomas Wood's,	6	0	0
Arichat to Loubert's hill,	15	0	0
Loubert's hill to D'Escouse,	25	0	0
Grandique to Martinique,	6	0	0
Martinique to Big brook,	30	0	0
Big brook to Little Arichat,	6	0	0
Little Arichat to Arichat,	7	0	0
North side of Big brook bridge,	6	0	0
Chapel to D'Escouse road,	7	0	0
Beach at Petit de Grate towards Gros Nez,	6	0	0
McLean's on J. Island to Peter Morrill's,	12	0	0
Cut the Beach at Cape LaRonde,	15	0	0
Unappropriated,	25	0	1½
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	£1220	0	0

COUNTY OF SHELBURNE.

Resolved, That sum of one thousand two hundred and twenty pounds, granted for the service of roads and bridges in the county of Shelburne, and the sum of sixteen pounds and six shillings undrawn for the county of Shelburne, be appropriated as follows :

From Indian Brook to Queen's falls,	£5	0	0
Indian Brook to late Thomas K. Perry's,	8	0	0
late Thomas K. Perry's to late widow Littlewood's,	5	0	0
late Peter Perry's to main road,	8	0	0
late widow Littlewood's to Round Bay bridge,	6	0	0
Alex. Greenwood's south line to Indian Brook, via W. Perry's,	10	0	0
Moses Perry's to main road leading to Shelburne,	5	0	0
Roseway Chapel, to Round Bay Beach near T. Perry's,	3	0	0
Round Bay bridge to Dexter's bridge,	3	0	0
Gunning Cove to Dexter's bridge,	3	0	0
Gunning Cove to Beaver dam,	5	0	0
Church hill to William Doane's,	6	0	0
Church hill to post road,	6	0	0
Round Bay bridge to late T. K. Perry's, via Wilson's,	3	0	0
Post road to Henry Shultz's,	8	0	0
Post road to Birch hill,	10	0	0

From Birch Hill to Theophilus Harris',	£10	0	0
Daniel Jenks' to Ensor's road,	6	0	0
Ensor's road to George McKay's,	6	0	0
Daniel Jenkin's to main road leading to Harris',	4	0	0
Post road to Robert Bower's,	7	0	0
Robert Bower's to Adam Bower's road,	8	0	0
Adam Bower's to Robert McKay's on new line of road,	20	0	0
New line of road to Samuel Irvin's,	4	0	0
Robert McKay's to Jones' bridge,	5	0	0
West end of Jones' bridge to Philip Bower's landing,	14	0	0
Widow Ryder's place to John Dexter's,	4	0	0
Post road to Hart's point, via barracks,	3	0	0
Shelburne to Sandy Point,	6	0	0
Sandy Point to Jones Crocherons,	6	0	0
Charles Thompson's to east point,	5	0	0
Shelburne to Jordan ferry,	7	0	0
Jones Crocheron's to James McLean's	5	0	0
James McLean's to Shelburne, over the swamp,	12	0	0
James McLean's to Jordan ferry,	5	0	0
James Purney's to Joseph Holder's,	4	0	0
James Purney's to Jordan church,	4	0	0
James Purney's to late Miss Dickie's,	3	0	0
Main road to James Saunders',	3	0	0
James Purney's to Morven road,	3	0	0
Jonathan Perry's to Stalker's, McNutt's Island,	4	0	0
Post road to William Nickerson's and railing bridge at Jones'	10	0	0
William Nickerson's to Green harbor, east bridge,	7	0	0
To alter road round Farrington's hill, east side Green harbor,	30	0	0
To preserve the beach leading to Locke's Island,	5	0	0
From Joseph Williams' to main road,	3	0	0
Main road near James McKenzie's to John Morrison's,	4	0	0
Locke's Island to Thomas Crowell's,	3	0	0
Freeman Crowell's to Lockes Island,	3	0	0
Richard Wall's to main road leading to Locke's Island,	10	0	0
Main road to Thomas Comeau's,	3	0	0
Richard Wall's to Little harbor,	5	0	0
Richard Wall's to Green harbor,	3	0	0
Little harbor to Jonathan Craig's,	4	0	0
Widow Ringer's to Angus McAdam's,	5	0	0
Sable River to Wall's hill,	9	0	0
Wall's hill to Richard Wall's, including bridge,	9	0	0
Fox rock to widow Ringer's,	8	0	0
Tom Tidney's bridge to William Chevier's,	5	0	0
William Chever's to Lloyd's brook,	4	0	0
Lloyd's brook to Johnston's pond peach,	6	0	0
Port LeBear to Sable River,	5	0	0
Lewis' head breakwater to main road,	8	0	0
Daniel Matthews' to George Wall's,	4	0	0
John Doull's to main road leading to Shelburne,	4	0	0
Fox rock to Little harbor,	5	0	0
Henry Hemeon's to Little harbor road,	3	0	0
Post road up west side Clyde river,	10	0	0
John Lyle's to Cape Negro, main road,	5	0	0

For

For repairs and paint bridge at Lyle's	£15	0	0
From Lyle's to Clam creek,	6	0	0
Post road to Clam creek bridge,	12	0	0
Clam creek bridge to Samuel Smith's,	9	0	0
Samuel Smith's to Elam Thomas',	9	0	0
Cape Negro Island,	5	0	0
From Josiah Smith's to William Patterson's, including bridges,	14	0	0
William Patterson's to Thomas Tasco's, to alter the road round			
Reynold's hill, and to pay T. Tasco 10s. over-expenditure,	25	0	0
Thomas Tasco's to Patten's, to alter road round Hertou's hill,	12	0	0
Daniel Crowell's to Zephaniah Swaine's,	10	0	0
Main road to shore, by Elkanah Nickerson's,	5	0	0
School house to light house,	5	0	0
Daniel Smith's, senior, to light house road,	15	0	0
Pattin's to Birch hill, including hill,	7	0	0
Birch hill to Richard Kenny's,	5	0	0
Richard Kenny's to James Coffin's,	4	0	0
James Coffin's to Kenny's ship yard, to repay Thomas Coffin ex-			
pended by him in 1857,	6	0	0
Post road by Nuff's, up Barrington river,	6	0	0
Raspberry hill to post road,	7	0	0
Lawrence's to school house,	4	0	0
John Crew's to Atwood's brook,	7	0	0
East side Atwood's brook to Gideon Crowell's, including bridges,	11	0	0
Gideon Crowell's to Shag harbor bridge, including bridge,	6	0	0
Abram Smith's to main road west side Bear Point,	8	0	0
Theodore Nickerson's to Reuben Cahoon's,	10	0	0
Reuben Cahoon's to Alex. Nickerson's,	9	0	0
Alexander Nickerson's to Yarmouth county line,	11	0	0
road east side Wood's harbour, by McComiskey's, to Yarmouth line,	12	0	0
main road to Forbes' ferry,	6	0	0
New harbour to west side of Ohio,	8	0	0
West side of Ohio to Daniel Wilson's,	8	0	0
William Cunningham's to Stony Island,	4	0	0
Stony Island to John McGray's,	10	0	0
John McGray's to Penny's,	5	0	0
Stony Island to beach,	5	0	0
Penny's beach to main road,	3	0	0
James Olid's to Lewis Crowell's,	12	0	0
main road to Hawk inlet, including bridges,	8	0	0
Lewis Crowell's to Michael Lewis'	6	0	0
West Head to Wiggins'	5	0	0
To rebuild Mud Cove bridge, Cape Sable Island,	34	0	0
From meeting house to William Cunningham's,	4	0	0
main post road to Great Lake Settlement,	8	0	0
Queen's county line to Tom Tidney's bridge, including bridge,	25	0	0
Tom Tidney's bridge to David Hamilton's,	10	0	0
David Hamilton's to Jordan River bridge,	40	0	0
To assist in building bridge over Jordan River,	163	0	0
From Jordan bridge to E. Martin's,	12	0	0
E. Martin's to Joseph Holden's,	8	0	0
Joseph Holden's to Roseway bridge,	23	6	0
Shelburne to Stephen Ackers', including bridge,	20	0	0
Stephen Ackers' to Beaver dam,	17	0	0

From

From Beaver dam to Clyde River bridge,	£30	0	0
Clyde bridge to Boyd's,	15	0	0
Boyd's to grist mill, including bridge,	30	0	0
Grist mill to Yarmouth county line, on post road,	27	0	0
	£1236	6	0

COUNTY OF SYDNEY.

Resolved, That the sum of one thousand two hundred and twenty pounds appropriated for roads and bridges in the county of Sydney for the current year, be appropriated as follows :

To repay Donald McMillan for making alteration of road east side of Lochabar lake,	£13	0	0
Donald Chisholm and Angus McDoull, amount expended on the old Guysborough road,	11	1	6
Donald Chisholm and Donald Chisholm, amount expended on bridges from McBride's to Black River,	19	13	10
Donald McGregor, for repairing bridge at Cumming's in 1857,	1	10	0
Roderick McDonald, for repairing road from the old Manchester road to the new road,	9	5	0
Roderick McDonald, for repairing Alder River bridge,	5	7	0
Arch. McGillvray, esq., repairing bridge at Ogden's,	11	15	9
John Grant, for repairing road from Monk's Head to Broussard's bridge,	7	8	10
James Leadbetter, repairing bridge at Jennings's Pond,	8	6	3
John McMillan, repairing Ohio road,	5	0	0
Do. repairing road from Donald Cameron's to John McPherson's,	6	6	11
Chas. B. Whidden and Robert A. Henry, for rebuilding bridge on Hallowell grant road,	55	2	3
Chas. B. Whidden and Robert A. Henry for repairing bridge at Munro's,	1	12	5
Chas. B. Whidden and Robert A. Henry, for repairing bridge near Wilkin's,	6	11	2
Alexander McDonald, repairing road from Stewart's mill to Lauchlan McKinnon's, Capoch,	10	12	9
Arch. McDonald, amount expended on road from A. McDonald's to old Manchester road,	10	10	0
John McIntyre and John McDonald, for amount expended in repairing Black River bridge,	10	10	0
Dougald Cameron, amount expended on road from Dougald Cameron's to post road,	6	18	1
John McDonald, amount expended in repairing bridge at McDonald's mill,	3	1	9
Thomas Chisholm, for amount expended in repairing road from Gaspereau lake towards Lochabar,	10	0	6
John Chisholm, erecting a bridge on road from A. McDonald's to old Guysboro' road,	6	7	0
this sum advanced by government to Adam McKenzie, esq., to complete alteration of post road at Harbor Bouche,	72	8	6
			To

To pay president and directors of the bank of Nova Scotia one half of 300%. borrowed under the act of 1858, with interest for one year,	£168 0 0
This sum at the disposal of government, to be appropriated,	759 9 6
	£1220 0 0

COUNTY OF VICTORIA.

Resolved, That the sum of twelve hundred and twenty pounds voted for the road and bridge service for the county of Victoria for the year 1859, be appropriated as follows :

This sum to pay advance on Baddeck bridge,	£200 0 0
over-expenditure per F. W. McKenzie,	24 7 0
William Jones,	9 2 8
John McLeod,	3 14 0
Earl Hume,	1 5 0
John McLenan, over-expenditure on McLeod's bridge,	22 9 0
John McDonald, over-expenditure, St Ann's bridge,	4 13 8
J. Buchannan, over-expenditure, McPhee's bridge, Baddeck,	2 10 6
	268 1 10
To repair post road from McKenzie's bridge to Hume's,	45 0 0
road from McKensie's bridge to Sparling's,	25 0 0
Campbell's bridge to McKenzie's,	10 0 0
town to McRae's bridge, Baddeck,	5 0 0
From Grand Narrows to Gillis' point,	10 0 0
to Portage,	10 0 0
Gillis' point to ferry, Lower Washaback,	10 0 0
Kerne's mountain road,	5 0 0
Upper Washaback road,	5 0 0
Cross road, Upper Washaback,	5 0 0
From Donald Matheson's towards Portage,	7 10 0
Angus McDonald's to Portage at McCaskill's, Little Narrows,	7 10 0
To repair Livingston's road, Middle River,	5 0 0
open main line from McRae's, Middle River, to county line,	25 0 0
From Victoria bridge to Donald McRae's mill,	10 0 0
Donald McRae's mill to McKenzie's bridge,	10 0 0
Lake Ainslie road, Middle River,	10 0 0
Gairloch road, do.	10 0 0
Rear of Hume's settlement road,	10 0 0
To finish bridge at McGregor's cove, St. Ann's,	6 0 0
Continuation of new line from Simon McKenzie's to Mason's, St. Ann's,	20 0 0
Tarbot road, St. Ann's,	10 0 0
From North River bridge to Oregon territory,	10 0 0
John McLennan's to McDonald's bridge, Middle River,	3 0 0
Continuation of new line from McKay's, North shore, to Eel cove, St. Ann's,	25 0 0
Sleos Brochan, north side Great Bras d'Or,	15 0 0
Continuation of new line south side Boulardrie,	10 0 0
from KcKinnon's to Point Clear, Boulardrie,	15 0 0
Kempt Head, Boulardrie,	15 0 0
from cross roads to Point Auconi,	10 0 0
Sellon's to English town,	15 0 0
	Continuation

Continuation of new line from McArthur's to McAulay's, North shore, St. Ann's,		£20	0	0
Buchanan's to Little River, North shore, St Ann's,		15	0	0
To repair road from Ingonishe to Cape North,		15	0	0
From Burton's to Bay St. Lawrence road,		15	0	0
To build a bridge across Salmon brook, Bay St. Lawrence,		15	0	0
Continuation of new line north side Aspy Bay,		10	0	0
south side Aspy Bay,		10	0	0
From McIntosh's towards Big Intervale, Cape North,		10	0	0
South branch upper settlement, Baddeck River,		10	0	0
From Shaw's bridge towards John Morrison's,		10	0	0
Watson's bridge towards John Buchanan's,		10	0	0
To build a bridge across Morrison's brook, Baddeck,		15	0	0
To repair North River road from Gillis' to Farquhar McRae's		15	0	0
From Alex. McKay's to Baddeck town,		15	0	0
Continuation of new line, backlands, Baddeck Bay,		15	0	0
From main post line to Plaister settlement,		10	0	0
Cape Dauphin road, north side Great Bras d'Or,		10	0	0
This sum to continue new line, Cape Smoky,		20	0	0
From Alex. McDonald's brook to McAulay's, Washaback,		10	0	0
Angus McDonald's mill to McKenzie's brook, Middle River,		15	0	0
To repair main road from Bras d'Or to Dunlap's, Boulardrie,		10	0	0
From Murdoch McKenzie's to Rev. Mr. Fraser's, Boulardrie,		10	0	0
To repair bridge at D. Corbett's, Boulardrie,		5	0	0
From R. McLeod's to McArthur's, Rocky side, St. Ann's,		10	0	0
To repair road from ferry, Big Harbor, to Baddeck,		10	0	0
Baddeck Bay to St. Ann's Glen,		10	0	0
McKay's pond to Big Harbor road,		10	0	0
rear of Hume's settlement road,		10	0	0
From Angus McLeod, elder, to Donald McLean's, Indian River,		5	0	0
McAuley's mill to McCaskill's, Baddeck River,		5	0	0
Crowdie's mountain road,		10	0	0
From cross road, Boulardrie, to Alex. Corbett's,		10	0	0
Big Harbor ferry to Sleos Brochan,		10	0	0
To build a bridge across Alpin McNeil's brook,		10	0	0
across Peter's brook, back land, Baddeck,		25	0	0
From main line to Red Head settlement,		5	0	0
Duncan McRae's to foot of Middle River,		5	0	0
To build bridge near Fader's, St. Ann's,		15	0	0
Big Glen settlement road, north side Narrows,		5	0	0
Garvey settlement road, Middle River,		5	0	0
To build a bridge across Indian brook at McRae's mill, Middle River,		25	0	0
New line, Doyle's bridge to Dunlap's brook, Ingonishe,		20	0	0
To repair road from North Gut to Big Hill settlement, St. Ann's,		10	0	0
Portage to Big Intervale,		10	0	0
build a bridge across Washaback River, Jones' mill,		15	0	0
repair mountain road, shoemaker's to R. McLeod's, St. Ann's,		5	0	0
From Interval road to Robert Hillier's, Cape North,		5	0	0
Blacksmith's to Rod'k McDonald's, Boulardrie,		5	0	0
Rice's brook to ship-yard,		5	0	0
Malcom McLean's to Colin McIvor's, Washaback,		5	8	2
McRae's bridge to Rice's brook, main post line,		7	10	0

From

From Rice's brook to Angus McDonald's mill, Middle River,	£7 10 0
McCaskell's to Donald Matheson's, Little Narrows,	7 10 0
	£1220 0 0

COUNTY OF YARMOUTH.

Resolved, That the sum of one thousand two hundred and twenty pounds granted for the road and bridge service the present year, and ten pounds one shilling undrawn money for the county of Yarmouth, be applied as follows :

To pay Samuel Holmes over expended,	£4 11 6
From sea shore county line to post road,	5 0 0
Lake George to E. Perry's,	10 0 0
Yarmouth line past Cedar Lake mill to Yarmouth line, near B. Porter's,	10 0 0
Post road towards Sandy Lake,	7 10 0
James Churchill's to sea shore,	7 10 0
Nathan Rose's to Ohio road,	7 10 0
Great Lake to township line, near John Saunder's,	10 0 0
Gardiner's mill to Andrew Cann's,	10 0 0
Andrew Cann's to William Whitehouse's,	10 0 0
Kempt road past John Perry's,	5 0 0
Carlton to old Kempt road,	5 0 0
Samuel Crosby's past Henry Saunder's, towards Hilton's,	10 0 0
Samuel Crosby's to W. W. Andrew's,	5 0 0
Samuel Crosby's up east side Salmon River, to road leading to Pleasant Valley road,	7 10 0
Pleasant Valley to Reynard's,	7 10 0
Job Reynard's down west side of river to Tusket road,	12 10 0
Knowles Crosby's to Lake George mill,	10 0 0
John Scott's to Tusket road,	7 10 0
Boyd's corner to Pitman's mill,	10 0 0
Pitman's mill to Salmon river road,	2 10 0
Thurstons's corner to Haley's corner,	12 10 0
Haley's road to Wyman's road,	5 0 0
Wyman's road to Benjamin Cleveland's,	20 0 0
Cranberry head road to sea shore at Z. Foot's,	7 10 0
Ebin Rose's to Fish Point,	5 0 0
Pennet's to old Kempt road,	5 0 0
Jacob Durkee's to Dunn's Cove,	5 0 0
Charles Tedford's to old Kempt road,	7 10 0
R. Smith's to Pinkney's Point,	7 10 0
John McCormack's to Cranberry Head road,	10 0 0
William Whitehouse's to Pleasant Valley bridge,	10 0 0
Pleasant bridge to James Killam's,	15 0 0
Thomas Eldridge's to the brook near G. Reynard's,	12 10 0
George Reynard's to county line,	7 10 0
Knowles Crosby's line new road to Whitehouses,	15 0 0
Suttier's to McCrae's,	5 0 0
Z. Chipman's corner to Chegogin dyke,	5 0 0
John Blackador's to Knowles Crosby's,	12 10 0
Kempt road to Wilson's falls,	5 0 0
past Isaac Hurlburt's mills to Kempt road,	5 0 0
	From

From Lake George road past Joseph Crosby's to Cedar lake road,	£15	0	0
Elias Trask's to Lake George on new road,	10	0	0
Richmond past D. P. Corning's,	5	0	0
Kempton meeting house to Yarmouth line,	7	10	0
Milford Tedford's to sea shore,	5	0	0
Carlton road to Kempton Meeting House,	15	0	0
Suttie's corner to sea shore, past William Thurston's,	7	10	0
Thomas Brown's to Aaron Harris',	5	0	0
Thurston's to Knowles Crosby's road,	15	0	0
Henry Saunder's to William Fletcher's	5	0	0
Ebin Harris' to Gegogin point,	5	0	0
Repairing dyke bridge east Chebogue,	5	0	0
From county line to Henry Saunders',	20	0	0
Cann's hill to Baine's corner,	10	0	0
Starr's corner to Vickery's,	15	0	0
Acadia Factory to Ballam's	12	10	0
Parade to Haley's road,	7	10	0
Ballam's to Mood's,	5	0	0
William Trefry's to Plymouth,	12	10	0
Chebogue burying ground to Town point,	5	0	0
Thomson's to Tuskent road,	5	0	0
Starr's road past Timothy Witmore's to Bain's road,	15	0	0
McCrae's to Darnald's lake,	7	10	0
McCrae's to Samuel Trefry's,	5	0	6
To repair Broad Brook bridge, Argyle St.,	10	0	0
To repair the road east side Lake George,	7	10	0
From across Salt Pond Dyke to Samuel Cann's,	5	0	0
John Baker's, Kelley's Cove to Fresh Grass beach.	5	0	0

DISTRICT OF ARGYLE.

To pay advances made by the government,	11	12	8
To pay John Ryder for repairs of bridge near Porter's on post road,	2	8	3
To John Ryder for repairs of bridge at Lent's Cove,	2	5	0
From Shelburne county line to Carland's,	30	0	0
Carland's to James Frost's,	15	0	0
James Frost's to J. J. Porter's, including Narrows bridge,	20	0	0
Tuskent Village to Ballam's,	10	0	0
J. J. Porter's to Tuskent bridge,	22	0	0
Wood's harbor road to the light house,	7	0	0
Willett's to Barrington road,	7	0	0
Henslin's to Pubnico Lake,	15	0	0
Philip D'Entremont's to Pubnico point,	15	0	0
D'Ein's to John Spinney's,	10	0	0
VanEmburg's to Goodwin's,	5	0	0
Post road to Thomas Spinney's,	18	0	0
Head of Apublic to Frost's,	20	0	0
J. J. Porter's by the head of Apublic to the meeting house,	10	0	0
On the road leading to Maurice Forbes',	5	0	0
From the Fork road past William's to Kavanah's,	6	0	0
To repair the bridge near Gavel's,	35	0	0
On the bridge at Lent's Cove, and over the Pas de pra,	10	0	0
From N. Churchill's to Grey's, thence to William Hurlburt's,	12	0	0
From Gavel's road past Luke Keo's to William's road,	5	0	0
Burnett's line to Little river,	5	0	0

From

From Burnett's line past Hemeon's to Tusket river,	£5	0	0
Burnett's line to Crocker's,	5	0	0
Hayse's past Abraham Hemeon's to the lake,	5	0	0
James Hurlburt's mill to road leading to Pearl's meadow,	10	0	0
Richard's road to the Wedge point,	10	0	0
E. Pinkney's to the Sluice point,	10	0	0
Fork road to Gridiron point,	10	0	0
John Bourgues, to head of Eel Lake,	20	0	0
Head of Eel Lake to Fork bridge,	20	0	0
Fork bridge to Dulong's,	10	0	0
Kempt bridge to Pearl's meadow,	10	0	0
Ricker's brook to Forbe's,	8	0	0
J. D'Entremont's to Lobster Bay,	5	0	0
Fork road to Bennett's falls, and to pay A. Hurlburt 12s. over expenditure,	10	0	0
Samuel Sinett's to the shore,	7	0	0
Cyril Porter's to the head of Apublic,	7	0	0
Gavel's bridge to the intersection of Carlton road,	40	0	0
Peter Porter's to Little river,	10	0	0
To repair the roads on Pearpoints island,	5	0	6
From Samuel Boudrou's to Corpering's point,	5	0	0
Goose bay to Tusket river by Joseph White's,	5	0	0
Main road past Peter Sinett's,	5	0	0
On Reuben Killam's road,	7	0	0
From Pas de pra to Edward Muire's,	5	0	6
To repair the bridge near Job R. White's,	7	10	0
To repair the roads and bridges on Robert's Island,	14	0	0
From John Harding's to Morton's,	10	0	0
Grey's to Rankin's thence to Morton's,	12	0	0
Balance at the disposal of government, for the district of Yarmouth,	30	9	6
Balance at the disposal of government, for the district of Argyle,	34	4	1
	<hr/>		
	£1230	1	0

No. 66.

RAILWAY.

CORRESPONDENCE RELATING TO THE PROGRESS OF THE RAILWAY IN OCTOBER, NOVEMBER AND DECEMBER, 1858, WITH STATEMENT ANNEXED OF RAILWAY MATERIALS FORWARDED FROM HALIFAX TO WINDSOR AND TRURO ROAD STATION, FROM 1ST JUNE TO 18TH SEPT., 1858.

(COPY.)

*Nova Scotia railway office,
Halifax, 12th Oct., 1858.*

SIR—

I beg to hand you, for the information of his excellency the lieutenant governor and the government, the accompanying report of Mr James Laurie, the chief engineer, relative to the progress of the railway works during the last month.

I have, &c.,

(Signed)

JAMES McNAB.

W. H. KEATING, deputy secretary.

(COPY.)

Halifax, 9th October, 1858.

GENTLEMEN—

I have the honor to submit the following report, and the annexed tabular statement, exhibiting the progress made during the last month in the construction of the railway.

MAIN LINE.

On contract No. 8 the work has been prosecuted in a satisfactory manner, and is rapidly approaching completion. The earth works are nearly done, and little remains but to complete the ballasting and adjusting of the rails. A locomotive and cars passed over the whole length of the contract on the 1st instant.

The contractors have been ordered to grade the station grounds at Shubenacadie, which work they are now engaged upon.

On contracts Nos. 9 and 10 the work has not progressed so satisfactorily—there was an insufficiency of labour on these contracts at the beginning of the month, and it was found difficult to increase it during the time of harvest. The contractors had to import laborers from the States. The work has also been delayed from the want of spikes and chairs, a portion of those intended for contracts 10 and 11 which were ordered from England, have not yet arrived—the supply of spikes for the old rail also became exhausted. With a view to facilitate the work, and meet present wants, spikes have been made here, and others procured from Portland, Boston and New York. Cast iron chairs were also manufactured at the foundries in Halifax and Dartmouth. The supply of wooden keys being also exhausted, temporary ones were made at the Richmond work shop.

This want of material has considerably retarded the work on contracts 9 and 10, and put the contractors to much inconvenience, and also additional expense. As they did not, however, exhibit that spirit and energy in the prosecution of the work as was necessary to effect its completion before winter, I engaged a superintendent, and authorized him to employ such force as was necessary to effect this object, convinced that it was alike the interest of the contractors as of the province, to have the work done.

The

The Shubenacadie and Stewiacke bridges are on these contracts, and are the most backward of any works on the line. The stone work of both is now nearly done, but the completion of the rivetting and erection of the girders, will occupy considerable time. Every effort is being made to push the work forward.

On contract No. 11 the work was delayed for want of material, and from the contractors not having a sufficient number of waggons to employ a large force. Arrangements have been made, however, to supply them with waggons from contract 8, and as they evince a disposition to push the work through by working at night on the heaviest cuttings, another month, I trust, will leave but little of the earth works to be performed.

WINDSOR BRANCH.

The works on the Windsor branch, with the exception of contract No. 4, having been by agreement taken off the contractor's hands, except as to upholdence, previous to my appointment as chief engineer, and it having been decided that whatever work was necessary to put them in a state of efficiency for the winter, should be done by day's labour, and the use of the locomotives and cars belonging to the province, it became necessary for the safety of the travel and business of the road that the trains employed should be under the control and direction of the superintendent, my connection therefore with this part of the work is only to advise what should be done as regards the construction or execution of new works.

During the past summer it appears that no orders were given to the contractors, except on No. 4, to reduce the slopes where, from the nature of the material, they were found insufficient—little therefore has been done towards perfecting the line, and the season is now too far advanced, and the demand on the limited amount of rolling stock too pressing to accomplish much. The upholdence of the work however being now with the commissioners, the objection heretofore made to ordering the slopes to be reduced, that it was the contractor's business to remove slips and maintain the road is at an end, and nothing remains but for the board to put the work in a state of efficiency.

On contract No. 1, no work was done during the past summer, with the exception of removing slides and *slurry*, and the cuttings which were so troublesome last winter, continue in the same unsatisfactory state. A large amount of material must be removed, for several of them, to insure the free use of the road during the ensuing winter and spring. A ballast train was at work for about ten days last month in widening some of the worst cuttings.

On contract No. 2, very little was done during the summer. There are several clay cuttings which must be widened, or the slopes flattened.

At the Sackville River bridge some additional masonry was required for the safety of the road, and has been ordered to be done.

On contract No. 3, there are but few clay cuttings, and these are of extra width, the side ditches however, require to be opened, and some of the embankments, which are still settling, demand attention.

Contract No. 4, is still in the hands of the contractor, except as to upholdence, which, by the entries made, terminated the 30th ult. Some of the cuttings and embankments are not completed to the contract width, and the ballasting at some places is mixed with clay—some of the culverts also require clearing out and lengthening.

Orders it appears were given in May last to the contractor to reduce or flatten the slopes of most of his clay cuttings, the material from which was used in raising and widening his embankments. On some of the other contracts, where additional sloping was more needed, no such orders were given, but on the contrary payment refused where they had been flattened by the contractors; and as a different rule appears to have been applied in several respects to this contract, and arrangements and allowances made not warranted by the contract or supplemental agreement on file, it is proper that

I should call your attention to them, as, until they are approved, I have no authority to give a certificate for payment.

1st.—The cuttings on this contract were returned as completed, as far back as August, 1857; but there still remains 1498 cubic yards of rock, and 1094 cubic yards of earth to be removed to complete them to the contract width, which at the schedule price amounts to £356 8s.

2d.—The contractor, under his original contract was bound to make his embankments as well as his cuttings to the full width and dimensions without extra pay; but under the agreement for reducing slopes (which was approved of by the board) he gets 2s. 9d. per cubic yard extra for the material going to complete his embankments, amounting September 25, 1858, to the sum of £3166 15s. 3d.

3d.—The level of the road was lowered at the Big Bog brook viaduct about 5 feet, which of course reduced the height of the piers and the quantity of masonry, the contractor however was allowed measurement for the work as if actually built, in addition to the nett quantity in the bridge which, by the estimates on file, exceeds the schedule quantity, viz:

The estimates on file on which the contractors have been paid
amount to

£6213 16 10
5343 0 6

The schedule prices of the viaduct was

Extra

870 16 4

of which £464, by an estimate made by Mr. Smellie, is for work not actually performed.

4th.—The contractor claims that an agreement was made with him by which he was to receive £800 for excavating two ditches and building a drain, your chairman was not aware of any such agreement, but it has been certified to by Mr. Forman since his connection with the work ceased.

At the schedule rates this work, as now completed and left by the contractor as finished, would amount to £163 14s., making a difference of £636 6s.

This work was something more costly than the average of the work on the contract, but nothing like to the amount allowed. The quantities as estimated by Mr. Thomas, at the schedule rates, are as follows:

566 cubic yards of rock excavation.
582 do. earth do.

1148 cubic yards at schedule rate, 2s. 9d.	£157 17 0
84 lineal yards of drain, at 6d.	2 2 0
30 cubic feet of timber, at 2s. 6d.	3 15 0

£163 14 0

About 400 cubic yards of additional excavation remains to be done to complete the ditches to the proper width and depth.

5th.—The contractor has also made claim to the chairman of your board and myself, that he had an agreement or understanding that he was to be paid for reducing slopes, not by the actual number of cubic yards he might remove, but by quantity to be estimated by the original contemplated depth of the cuttings, which, from alterations made in the grades, reducing the depths of cuttings and amount of work to be done, and for which no reduction was made from the contract price, would give a larger quantity of sloping than was actually removed. The estimate of work in August was so returned by the assistant in charge, amounting to £106 0s 3d.; but this paying for work not performed appeared so unjust, in the absence of any written or certified agreement, I struck it from the estimate.

We find, then, in these items, the sum of £4623 9s. 3d. allowed to the contractor, on principles entirely different from those sought to be applied to other contractors, and

on

on principles at variance with those recommended by the committee of the legislature for settling claims, viz., to pay for work done beyond the schedule or section quantity, and to make deductions for all work not performed. The following is an extract from the report of the committee :

“That where the quantities have been increased by alterations of line or grade, or from unforeseen and unexpected difficulties, the excess should be treated as extra work, and paid for at schedule rates, depending on the relative proportions of earth and rock ; that where alterations have been made, reducing the quantities, deductions should be made ; also where the grade or line has been altered, by which quantities were reduced, and where the cuttings and embankments are not to the proper width, deductions should either be made, or the contractors required to complete them to the widths specified. For flattening of slopes and removal of slurry after cuttings had been made the contract width with slopes of one to one, your committee consider that the contractors should be paid as earth work, but not where the material is otherwise paid for.”

Of the above allowances on contract No. 4, that for flattening slopes appears to be the only one formally approved of by the board.

Contract No. 5 is in good order for the winter. A ballast train is at present at work hauling material from this contract to fill in the wharf and station grounds at Windsor.

In the cuttings on the several contracts where the clay has run down and become mixed with the ballast, no perfect road can be had until it is renewed. It would be injudicious, however, to replace it at present, or until the slopes are flattened or the cuttings widened, so as to prevent a repetition of the same difficulty.

Very respectfully,

I am, your obedient servant,

(Signed)

JAMES LAURIE, engineer.

To the board of commissioners, Nova Scotia railway.

Statement exhibiting the progress made in the grading of contracts 8, 9, 10 and 11, of the Nova Scotia railway.

No. of contract.	Total work done to Sept. 25.	Work remaining to be done, Sep. 25.	Work done for four weeks end. Sep. 25.	No. of men employed.
	Cubic yards.	Cubic yards.	Cubic yards.	
8	308477	3077	14726	242
9	117813	3867	9012	164
10	189200	9400	17221	395
11	118020	7840	10419	176

NOVA SCOTIA RAILWAY.

Statement shewing railway materials forwarded from Halifax to Windsor from 1st June to 18th September, 1858.

1858,	T. rails.	T. chairs.	T. spks.	Old spikes in casks.	Jt. keys.	Sing keys.	Points and crossings.
June 14,					1000		
15,					500		
16,				1			
17,				1			
18,							1 set.
July 3,							1 set.
29,	120						
30,	80	100	2				
31,		1290	23				
Aug. 9,					30	600	
11,	200						
12,	300						
Sept. 4,					200	800	
10,	200						
11,	300						
	<u>1200</u>	<u>1390</u>	<u>25</u>	<u>2</u>	<u>1730</u>	<u>1400</u>	<u>2 sets.</u>

Abstract shewing freight on above railway materials at tariff rates.

1200 T. rails,	weighing	448000
1390 T. chairs,	"	12510
1730 Joint keys,	"	1730
1400 Single keys,	"	1400
23 Barrels T. spikes,	"	7500
2 Casks old spikes,	"	6000
2 Sets points and crossings,	"	4480

481620

481620 lbs. at 6d. per 100 lbs.

£120 8 0

NOVA-SCOTIA RAILWAY.

Statement shewing railway materials forwarded from Halifax to Truro road station, from 1st June to 18th September, 1858.

1858.	Double rails.	T rails.	T chairs.	T. spikes in bbls.	Old spikes in bbls.	J. chairs,	S. chairs,	J. keys.	S keys.	Pieces bridge iron.	Cases bridge iron.
June											
1,	100				1						
2,	40				13						
11,	40				1						
12,											
14,											
19,	240										
21,					6	300	1000				
23,	160										
24,	150										
25,	100										
26,		120									
29,		120									
30,					3	400		1000			
July											
1,	120	80									
2,	60	40			3	100	400	500			
3,		400				100					
5,		200									
6,		360									
7,		320									
8,	50				3	500	1900	1000			
9,	100					500					
10,											
12,		80									
13,	50										
15,		80									
16,			1200	25							

On contract 11 the earth works are completed with the exception of about 2760 cubic yards, a considerable amount of ballasting, however, remains to be done; with locomotive power this could be soon accomplished, and renders it important to have the Stewiacke bridge completed, so that a locomotive and cars can be got on the work as soon as the rails are united on contract 10.

The following station buildings have been contracted for since the 1st of September: Station house, wood shed, and tank house at Shubenacadie; station house at Stewiacke; station house at Brookfield, and engine house, wood shed, and tank house at Truro. These buildings are now in progress, but are somewhat delayed in consequence of the great demand for lumber for railway purposes.

Had they been given out at an earlier period, so as to have allowed contractors more time to procure their material, they could have been erected to more advantage.

From the present state of the works, I feel confident that the road can be opened this season to Truro; and if the number of men now employed can be retained for a month longer, it may be opened to the public about the middle of December; possibly it could be used earlier for traffic, but this would interfere with the finishing of the works, which it is desirable to avoid.

(Signed)

JAMES LAURIE, engineer.

To the board of commissioners, Nova Scotia railway.

Statement exhibiting the progress made in the grading of contracts 8, 9, 10 and 11, of the Nova Scotia railway.

No. of contract.	Total work done Oct. 23rd.	Work remaining to be done Oct. 23.	Work done for four weeks en'g Oct. 23.	No. of men employed.
	Cubic yards.	Cubic yards.	Cubic yards.	
8	312710	Finishing.	4233	184
9	118913	Do.	1100	174
10	197920	780	8720	337
11	123100	2760	5080	186

(COPY.)

*Nova Scotia railway office,
Halifax, 14th December, 1858.*

SIR—

I have the honor to hand you herewith, for the information of his excellency the lieutenant governor, a report received from James Laurie, esq., chief engineer, of the progress made during the last month in the construction of the railway. And I have much pleasure in stating, that from the advanced state of the works, the commissioners are enabled to open the line to Truro for traffic to-morrow the 15th instant.

I have, &c.

(Signed)

JAMES McNAB.

To W. H. KEATING, esq., deputy secretary.

(Copy).

(COPY.)

*Engineer's office,
Halifax, December 9th, 1858.*

GENTLEMEN—

I have the honor to submit the following report on the progress made during the past month in the construction of the railway.

The earth works on all the contracts were completed by the 15th November, with some trifling exceptions, confined to the drainage and the trimming of the slopes. At the same date the rails were laid down over the whole length of the road, except on the Shubenacadie and Stewiacke bridges, and the only work of importance connected with the road bed, now remaining to be done under the original contracts, is the completion of the ballasting and some adjustment of the line.

The forming of station grounds, construction of platforms, &c, which were not originally embraced in the contracts, have generally been allotted to the respective contractors where the stations occur. These works, so far as determined upon, are sufficiently near completion to be used for the purpose of traffic. At Truro considerable work of this kind will have to be performed in connection with the freight arrangements, which however may be deferred until spring, when extensions can be made as the necessities of the traffic demand.

At the Richmond station extensive additions will be required in the course of another year to accommodate the business of the road and the increasing supply of rolling stock.

The girders of the Shubenacadie and Stewiacke bridges were not completed until Nov. 24th. The rivetting and erecting them occupied an unnecessary length of time, and interfered with the completion of other portions of the work.

Those of the Shubenacadie bridge occupied between six and seven months. Some masonry in the upper portion of the piers of both bridges could not be completed until the girders were in place. This, the railings, paintings, &c., in consequence of the severity of the weather, had better be deferred until spring. It is work intended more for ornament than use.

The various buildings at the way stations, contracted for, are in progress, and some of them nearly completed. The time specified on the contracts for their entire completion is December 15th—but from the shortness of the time allowed, and the difficulty of procuring building material, a few will require an extension beyond that period; they are all, however, in a condition to be available, more or less, for the accommodation of the business of the road.

The line was opened to Shubenacadie on the 15th ult., and a locomotive and train of cars passed through from Halifax to Truro on the 28th. The whole road could now be used for traffic, but as its use would interfere with the contractors operations, I recommend the opening be deferred until Monday the 13th instant.

I have heretofore brought to your notice the subject of farm crossings. Many farms are entirely divided by the railway, and having no crossing, the owners adopt temporary means and expedients for getting across,—these are far more dangerous to the safety of trains than properly constructed crossings on the level.

As the board consider their permission necessary to construct others, it is desirable that arrangements should be made to have all that are intended completed without delay.

Where arrangements have not been made with the owners to dispense with them, nor damages been allowed, I am of opinion that they are entitled to crossings.

There are several very objectionable public road crossings, especially between Shubenacadie and Truro, where the travel is considerable,—gates with flagmen, or great care by reducing the speed of trains, is necessary to prevent accident.

I would recommend the construction of bridges at two of them at an early day, viz: the first crossing out of Truro, and one near Brookfield.

As the road will soon be in operation to Truro, and by terms of the contracts, the
contractors

contractors have to uphold or keep the works in repair for twelve months, and as during the winter and spring much labor will be required in removing ice, snow, &c., not embraced under upholdence, it becomes essential to have it well understood who is responsible for having this work done—whose business to employ the necessary force and give directions—the commissioners, engineer, superintendent, or contractors. Prompt action is required in such cases, unless the travel and business of the road is to be seriously interrupted.

I think it deserving of consideration whether in order to bring the whole under one management, it would not be well to make arrangements to relieve the contractors from upholdence, as in the case of the Windsor branch, deducting of course the amount specified in their tenders for upholdence from the contract price, and place the whole road as respect the keeping it in running order, removal of ice, snow, &c., at once under the charge of the superintendent. Unless this is done, an independent staff of employees must be retained for this purpose.

Respectfully, I am,

Gentlemen,

Your most obedient servant,

(Signed)

JAMES LAURIE, engineer.

To the board of commissioners }
Nova-Scotia railway. }

No. 48.

MILITIA ARMS.

The committee appointed and to whom were referred the petitions of Thomas Downs and others, relating to militia services, beg leave to report as follows :

Your committee recommend the payment of the several demands on the province for keeping and cleaning the arms and accoutrements up to the time of their sale, not exceeding six pence per stand per annum, upon the usual certificate of the commanding officer of militia in the several counties of the province, and of the quarter master general.

Your committee having been informed by the honorable the financial secretary that a number of adjutants of militia in the province have not received the allowance paid to others, up to the first day of August, 1857, recommend that these claims be paid upon the certificates required by law.

It having appeared to your committee that the quarter master general has performed various important services during the last year, without the usual salary heretofore attached to the office, your committee suggest to the house, whether that officer should not be paid for his services.

Your committee have considered the application of the Artillery company of Pictou, and are of opinion that, as the field pieces heretofore furnished by the officers commanding the Royal Artillery, to the several counties of this province, have been generally withdrawn, and as the legislature has made no provision for sustaining artillery companies throughout the province, it would not be advisable to make this exception.

All of which is respectfully submitted.

CORNELIUS WHITE.
ROBERT ROBERTSON.
NATHAN MOSES.

Committee room, 24th March, 1859.



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OF
NOVA-SCOTIA.

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67. Acadian iron company. To alter and amend the act to incorporate the Acadian iron and steel company, and the act in amendment thereof, 54, 56; amended by committee on private bills, 138, 138, 140, 156; governor's assent, 159. And see *petitions* No. 18.
68. Wooden buildings. To prohibit the erection of wooden buildings within a certain portion of the city of Halifax, 54, 56, 88, 108, 122, 138; governor's assent, 159.
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71. C. D. Archibald's patent. To enable Charles Dickson Archibald and Moses S. Salter to obtain letters patent, 57, 60, 88, 92; read third time and passed, 96, 108; governor's assent, 112.
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72. Pictou cemetery, (Laurel Hill.) To incorporate the Laurel Hill cemetery company at Pictou, 58, 60, 88, 92, 102, 110; governor's assent, 112.
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73. Victoria polling places. To change certain polling places in the county of Victoria, 58, 60, 93.
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74. Commissioners of sewers. Further to amend chapter 73 of the revised statutes "of commissioners of sewers and the regulating of dyke and marsh lands," 60, 97; amended by law committee, 111, 122, 128, 135; governor's assent, 159.
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93. Yarmouth bank. To incorporate the bank of Yarmouth, Nova Scotia, 94, 101 ; amended by committee on bills, 108, 117 agreed to by council, with amendments, 128, council's amendments agreed to, 132, 134 ; governor's assent, 159.

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97. Juries, (expiring laws.) To continue the act to amend chapter 136 of the revised statutes "of juries," 96, 99, 108, 109, 116; governor's assent, 159.
98. Licence law. To amend the act to regulate licences for the sale of intoxicating liquors, 97, 101, amended by committee on bills, 133, 134, 154; governor's assent, 159.
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99. Revenue—custom duties. To regulate customs duties, read twice, 97, 100, 103, 110; governor's assent, 112.
100. Revenue—light house duties. To continue the law imposing light house duties, read twice, 97, 100, 103, 110; governor's assent, 112.
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102. Railway damages. To confirm certain proceedings of the sessions of the county of Halifax with reference to railway damages, 98, 101, 108, 109, 116; governor's assent, 159.
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105. Sons of temperance. To incorporate the trustees of Wolfville division of the order of Sons of temperance, 100, 104, 138, 142, 149, 154; governor's assent, 159.
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106. St. Peter's canal. To amend the act to provide for the construction of St. Peter's canal, 101, 104, 142.
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109. Provincial loan To continue the act to authorize a provincial loan, read twice, 104, 108, 110, 116; governor's assent, 159
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112. Petty trespasses. (From council.) Further to amend chapter 147 of the revised statutes "of petty trespasses and assaults," 108, 118, 132; governor's assent, 159.
113. Criminal justice. (From council.) In addition to an act to amend chapter 168 of the revised statutes "of the administration of criminal justice," 108, 118, 132; governor's assent, 159.
114. Road damages. To amend the law relating to road damages, 109, 118, 132; passed, one amendment being negatived, 141, 154; governor's assent, 159
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117. Militia. To amend the laws relative to the militia, 112, 118, 119, 122, 135; governor's assent, 159.
118. C. D. Archibald. (From council.) To enable Charles Dickson Archibald to obtain letters patent, 113, 123, 132; governor's assent, 159.
119. Warrants of attorney. (From council.) To amend the act to provide for the registry of warrants to confess judgment, 113, 123.
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130. Decimal accounts. To establish the decimal system of accounting, read twice, 131, 133, 134, 142 ; governor's assent, 160. And see *petitions* No. 24.
131. Juries amendment. To amend the jury law, read twice, 132, 133, 134, 142 ; governor's assent, 160.
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